NUTS & BOLTS

VOL. 01

JAGDTIGER
(SD. KFZ. 186)

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Frank Schulz

NUTS & BOLTS

Foreword

Since I was a young boy modelling has been my hobby. During the last twenty five years I have specialised in the German Wehrmacht of the period 1933 to 45. This has included all tracked, armoured and artillery pieces.

All followers of the hobby are collectors of reference material, with which we subsequently super detail our models. In addition to collecting documents most modellers also begin to amass photographs of surviving museum specimens. These vehicles can be in public museums or private collections. The serious modeller will collect all material, documentary and photographic, and yet it seems inevitable that when you come to construct a particular model, like, for example a Nashorn, you seem always deficient of certain crucial reference material.

A good friend of ours, Frank Schulz, decided some eight years ago to assist the serious modeller by producing a series of small booklets. His first booklet titled "In Detail" on the Munster Hummel was of great assistance to modellers and in particular to me in the construction of Dragon's model. Regrettably this was the only booklet produced.

In May of 1995 Tony Greenland and I made a research trip to the two main Armour Museums in the United States of America of Aberdeen and Fort Knox. We returned with over 3.000 photographs of German World War II equipment. We decided to follow in the footsteps of Frank Schulz and produce a series of publications on either one vehicle or a family, with the title of **Nuts & Bolts**. Each separate publication will concentrate on detailed photographs of these museum survivors. From these detailed photographs we hope we are able to provide additional material for the modeller to detail his vehicle to what ever level of accuracy is desired. We extend an invitation to any modeller to assist in sharing this information with us. No previously published material will be illustrated, all photographs will be new with only brief descriptions. The idea of our publication is to offer visual detail and we hope that you like the format. All constructive criticism will be appreciated.

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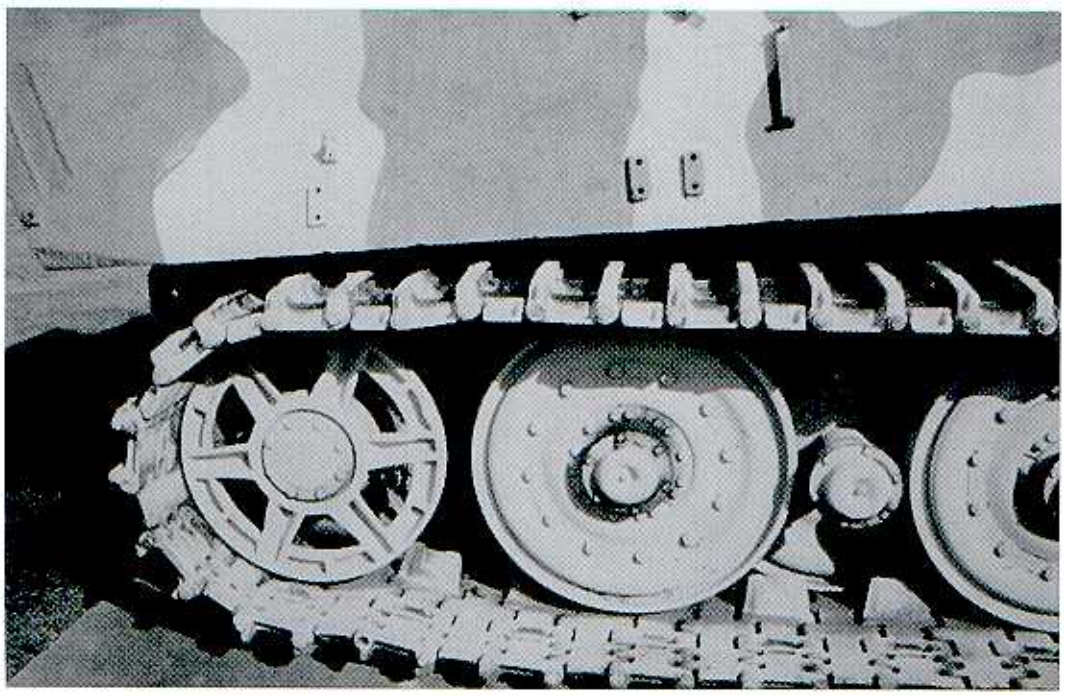
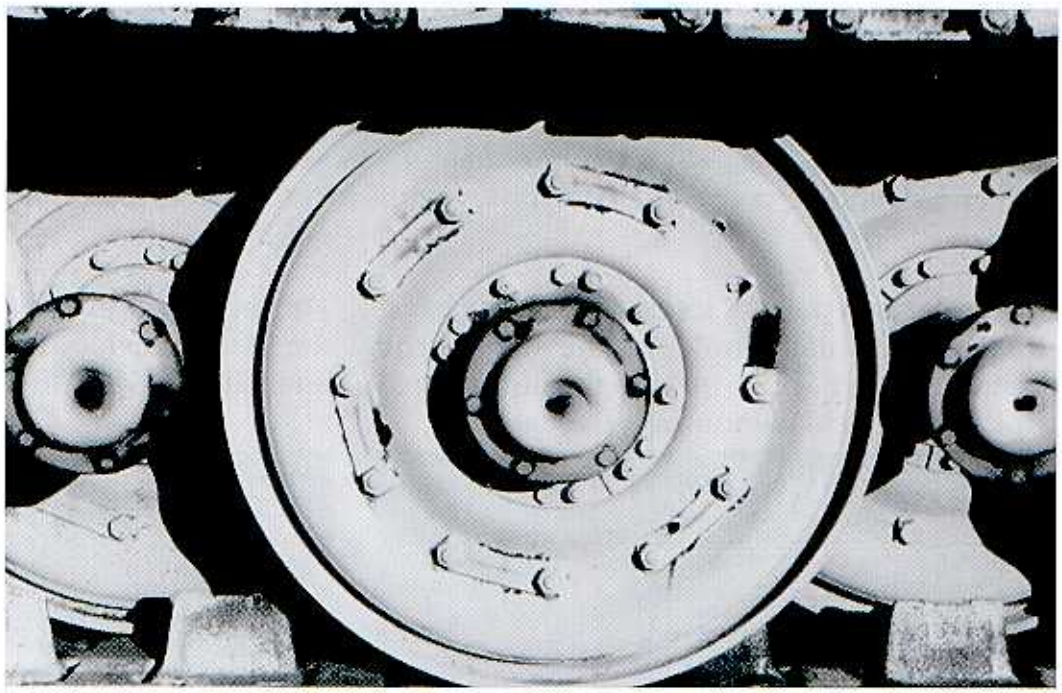
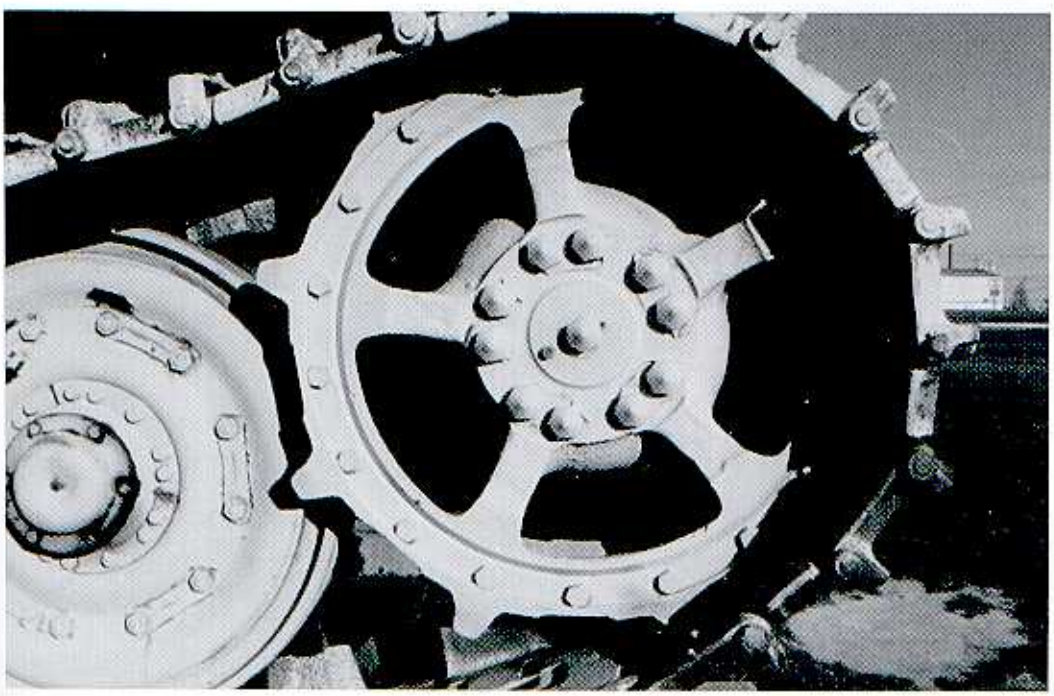


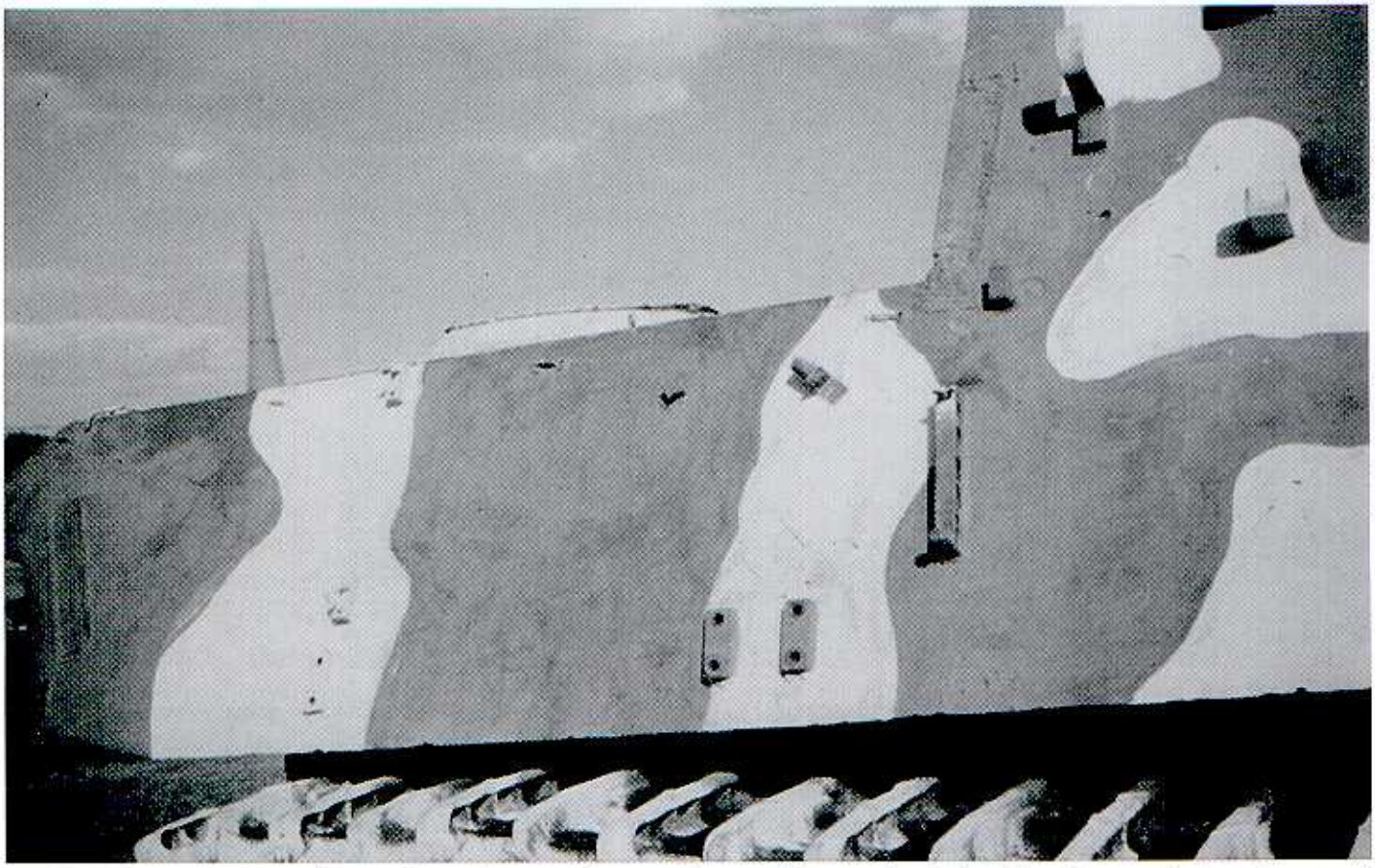
Idler wheel, inner and outer roadwheel (diameter 80 cm), 80 cm wide battletracks

Inner and outer roadwheel



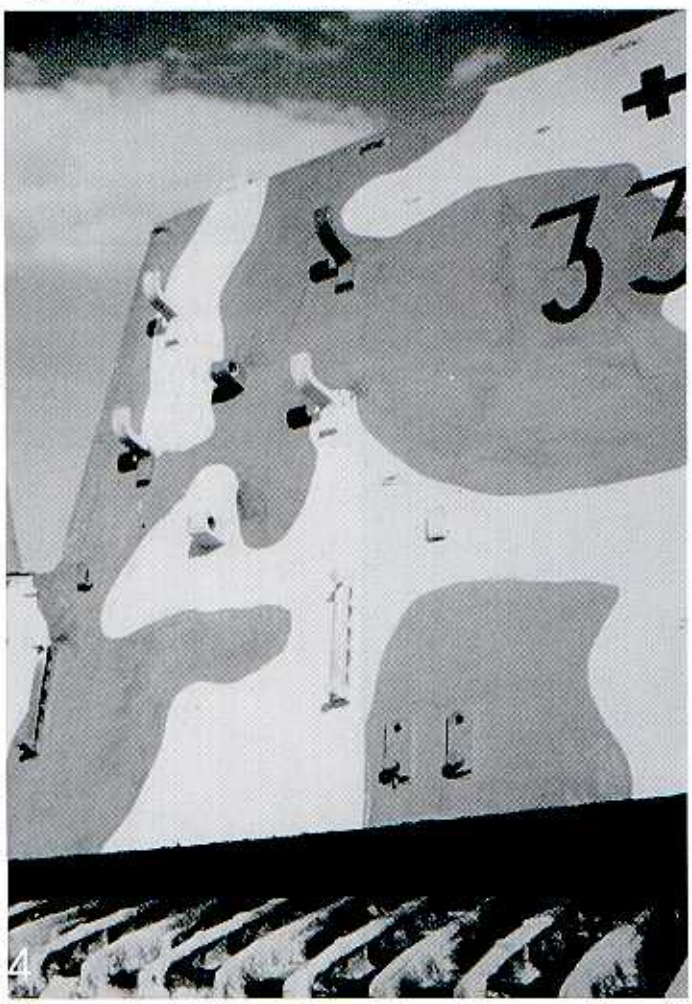


Later 9 teeth sprocket wheel type

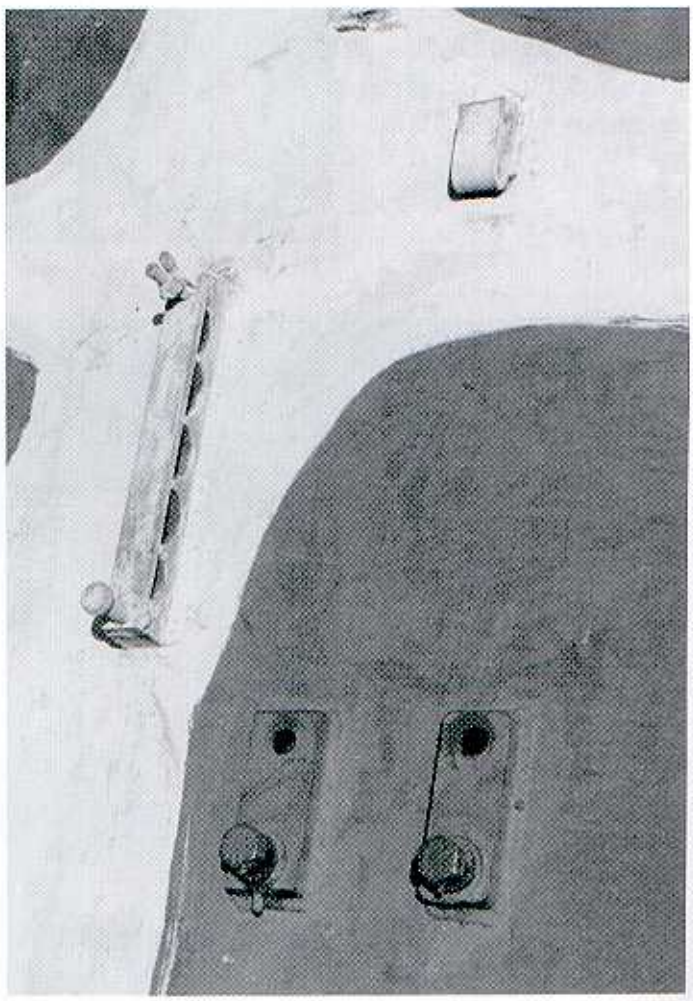


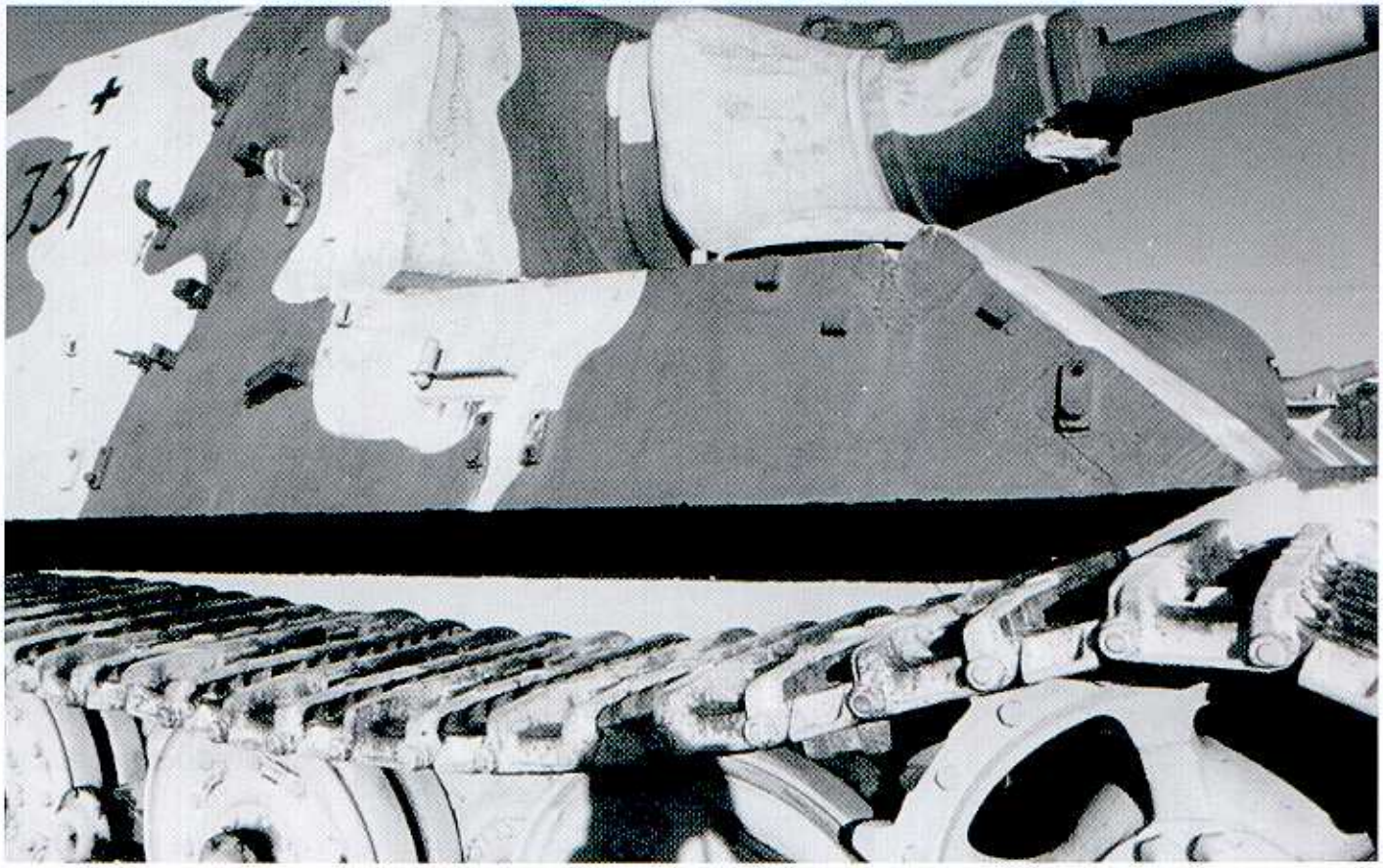
Holder for ranging poles and steel rope, clamps for steel rope, back holder for track tension steel rope

Holder for two pairs of track shoes at the back, look at the small hooks at the top of the superstructure, obviously tightening small rope, which held camouflage like bushes



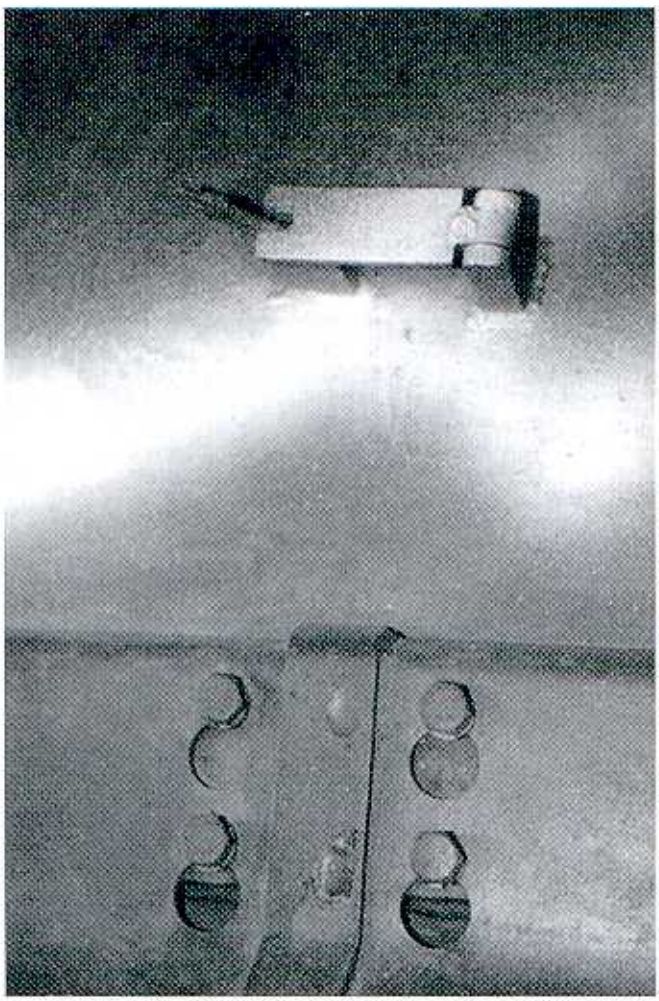
The two steel plates with two holes each are the clamp devices for the "Schürzen", the "U" hook at the top hold the steel rope

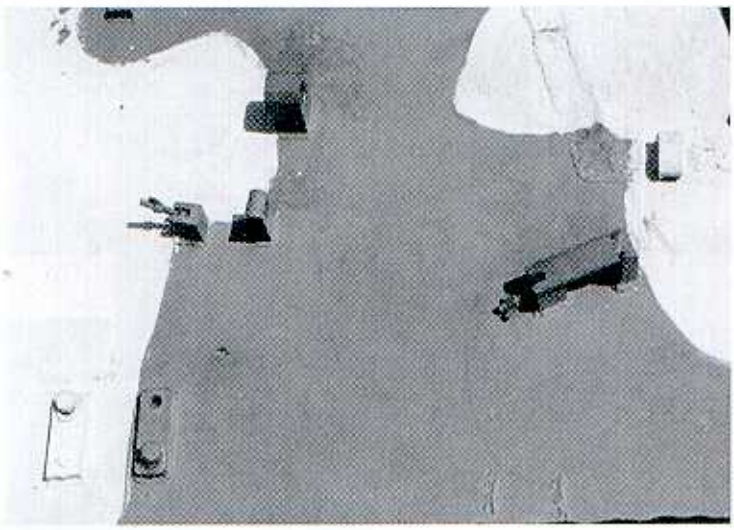




Front holder for track tension steel rope and for the steel rope

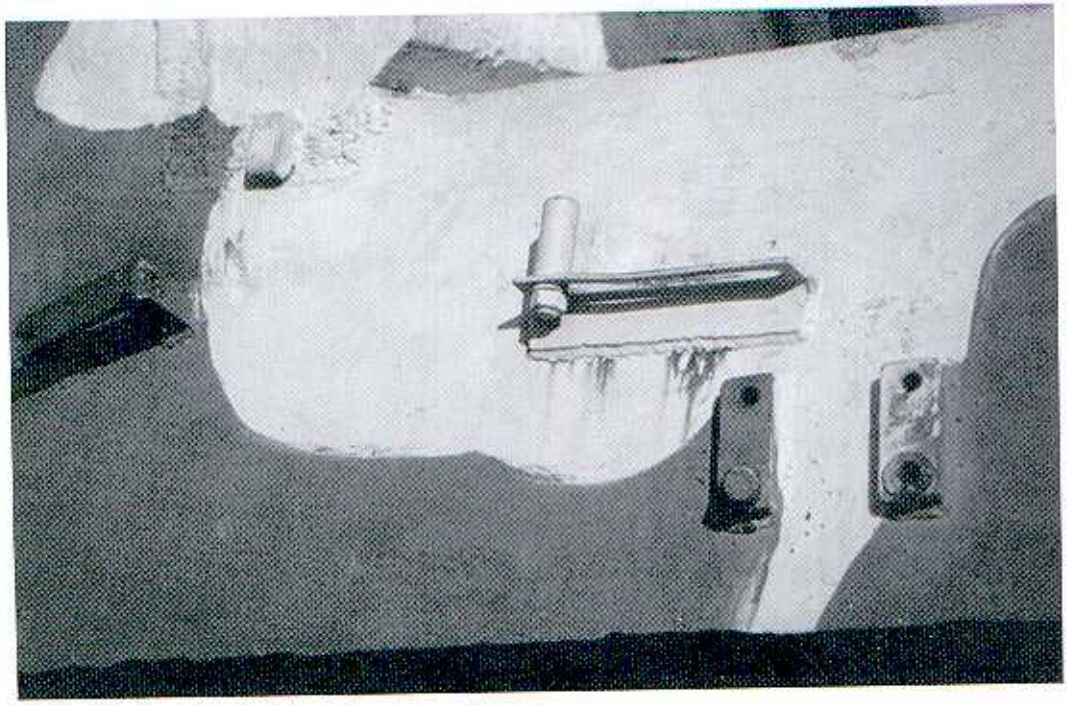
The Kubinka vehicle has retained its Schürzen

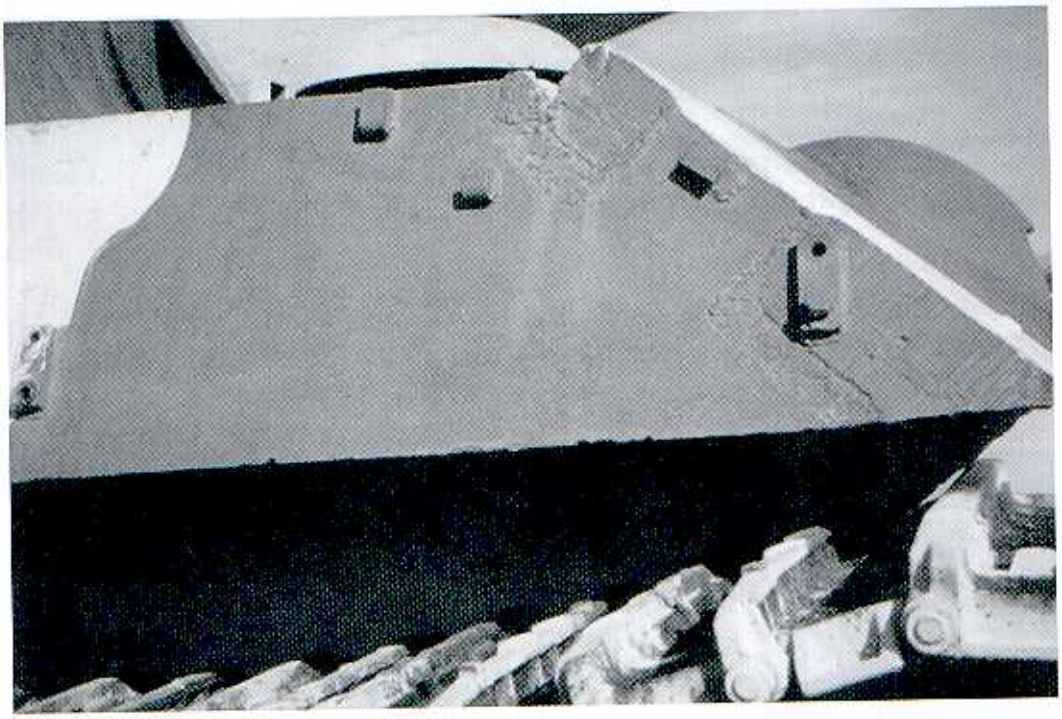




Front holder for the steel rope

The Aberdeen vehicle has lost its Schürzen





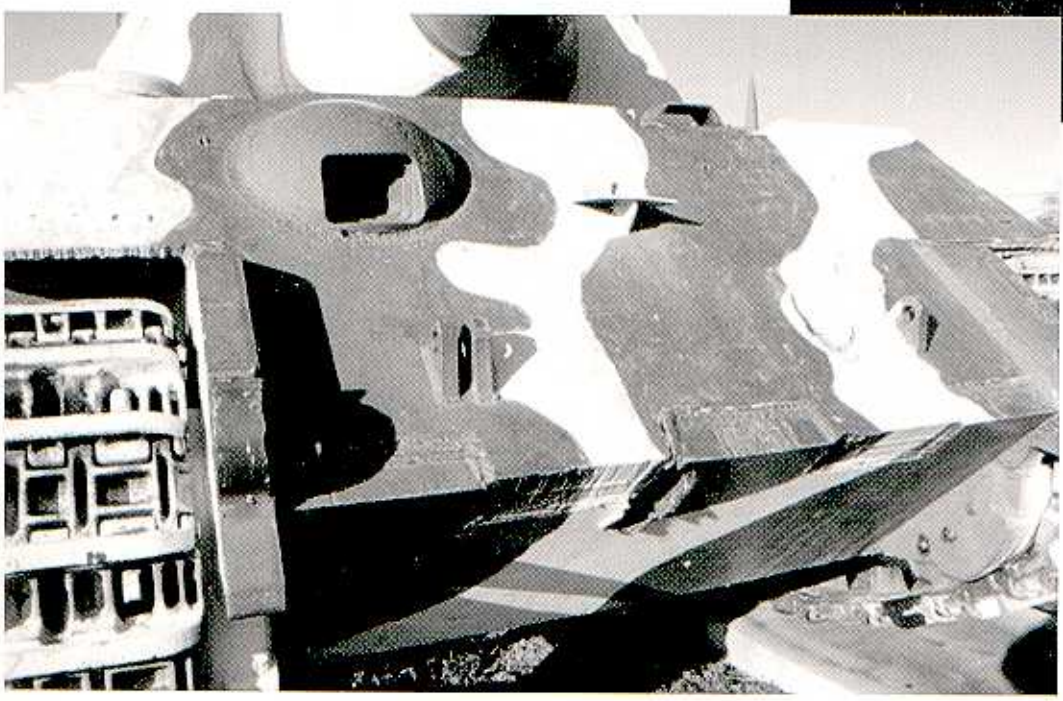
The mighty interlocking glacis plate

Holder for two pairs of track shoes at the front

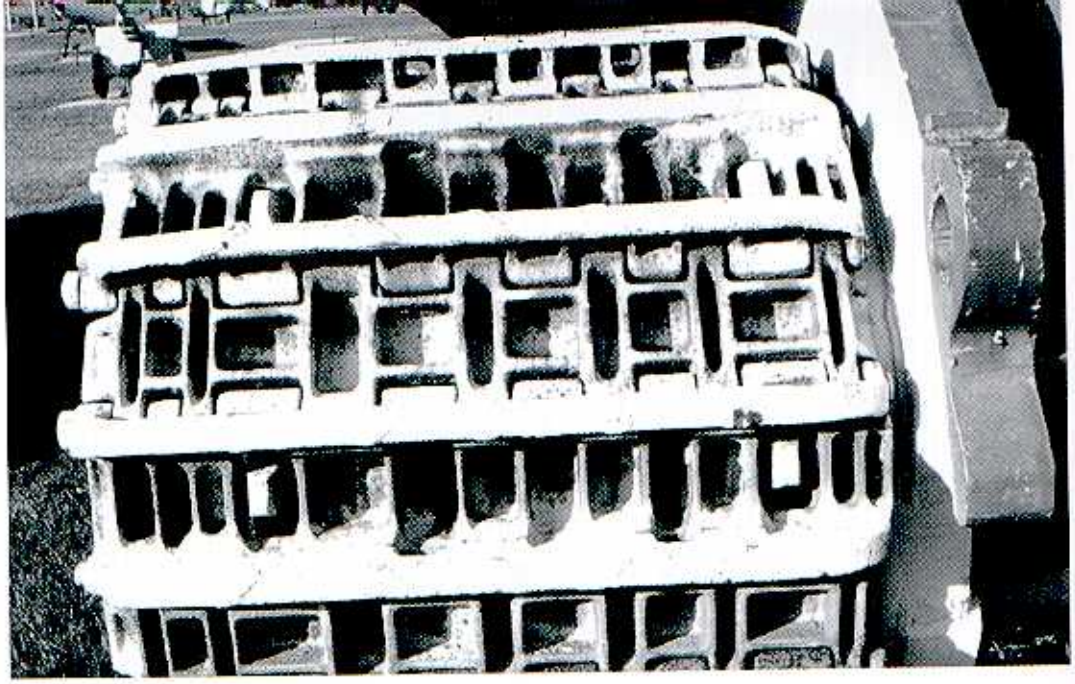
Lifting hook on the Saukopf mantlet

Right: That the hull roof is about 180cm high. One can easily recognize, that Philipp serves with the German military police (short hair cut and no experience with tanks!)

Look at the hooks, which hold the gun crutch, missing on the Aberdeen vehicle; the right pair, one side is missing; see the both deflected shots on the upper and one on the lower glacis plate. The metal plate is for the missing Bosch light

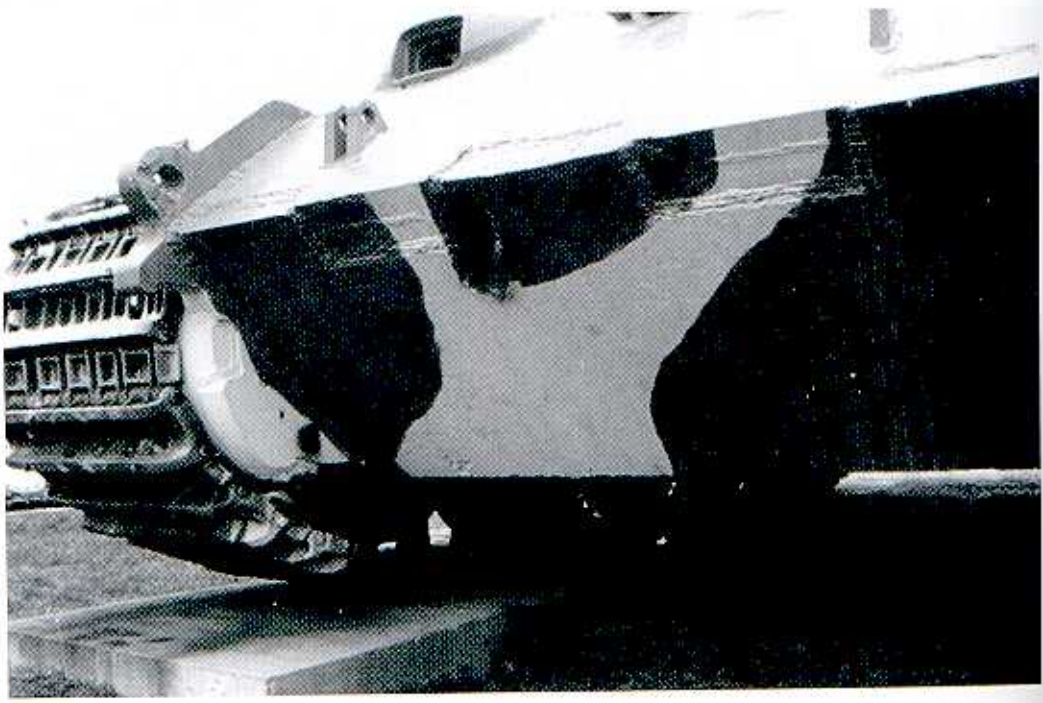


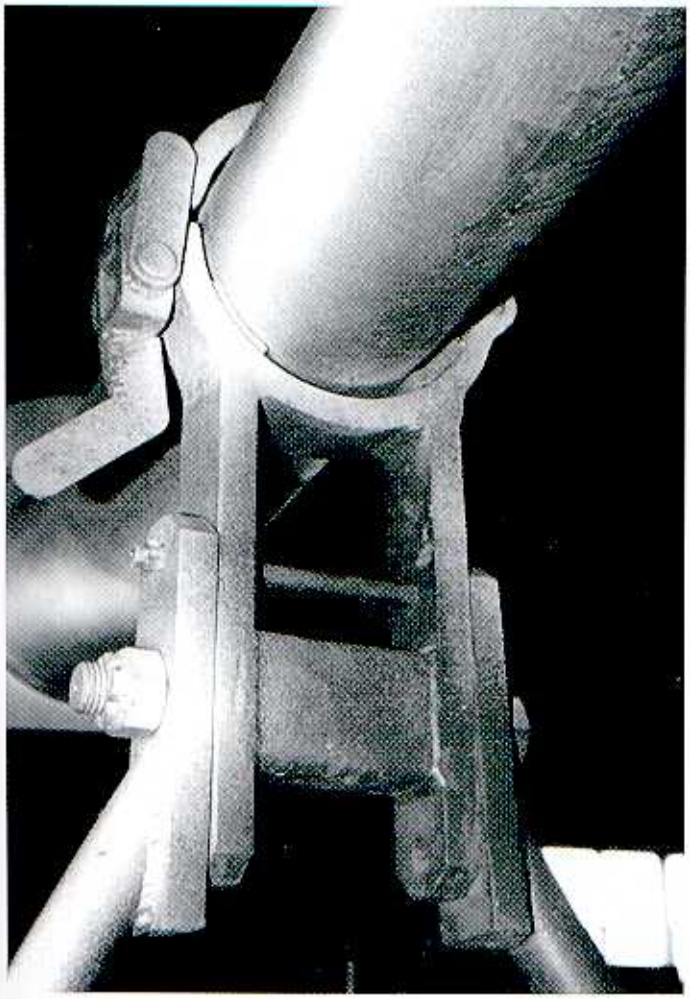
Production tracks, which are identical to the King Tiger. They differ from the prototype tracks in the number of chevrons



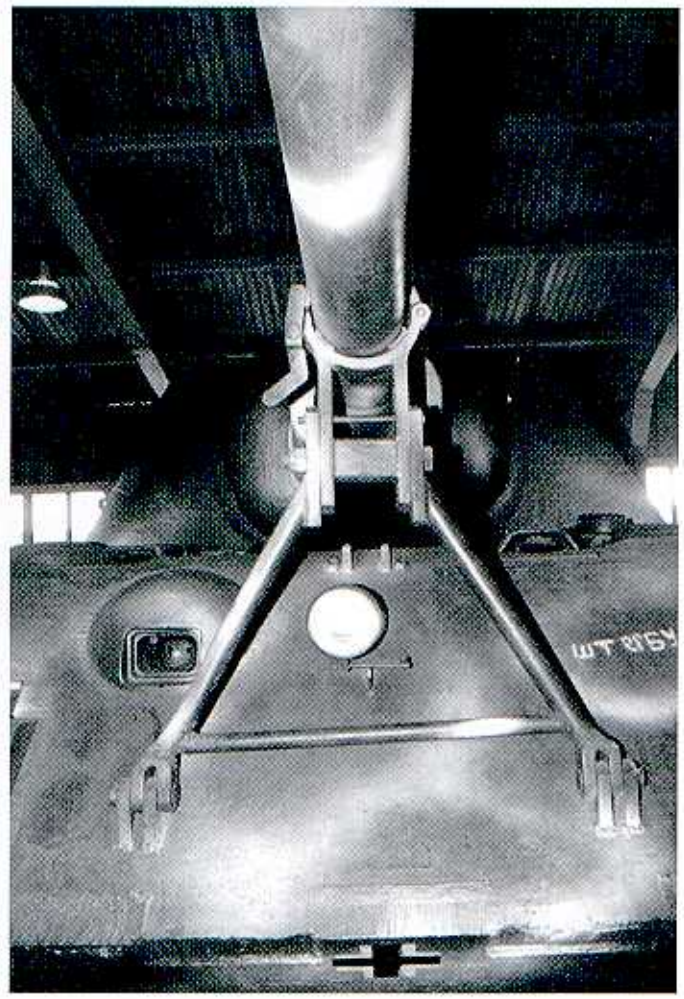
You can clearly see the interlocking armoured plates, the deflecting shot at the upper and lower bow plates

Look at the very clean welding seam



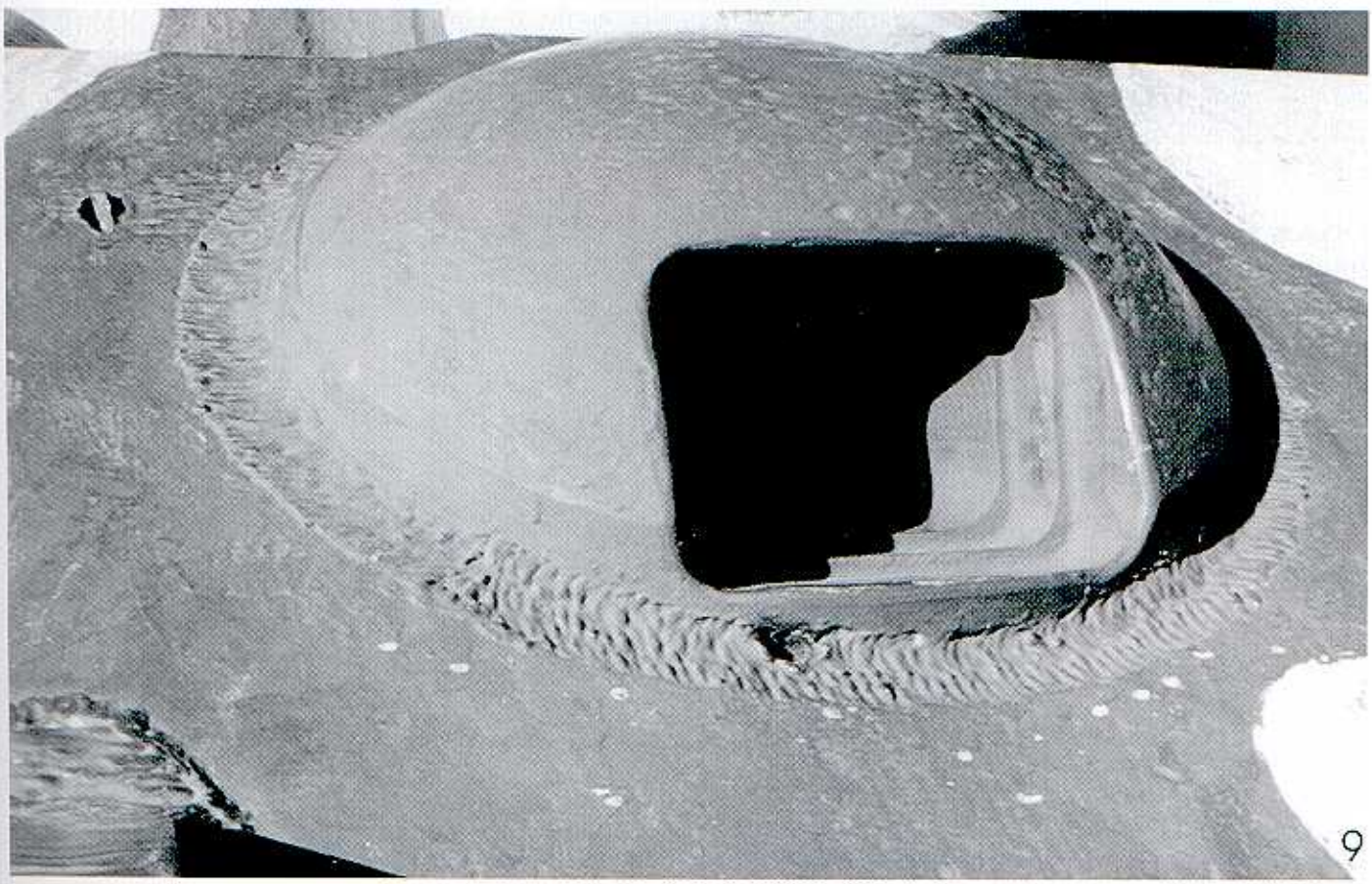


The Kubinka vehicle has its gun crutch retained

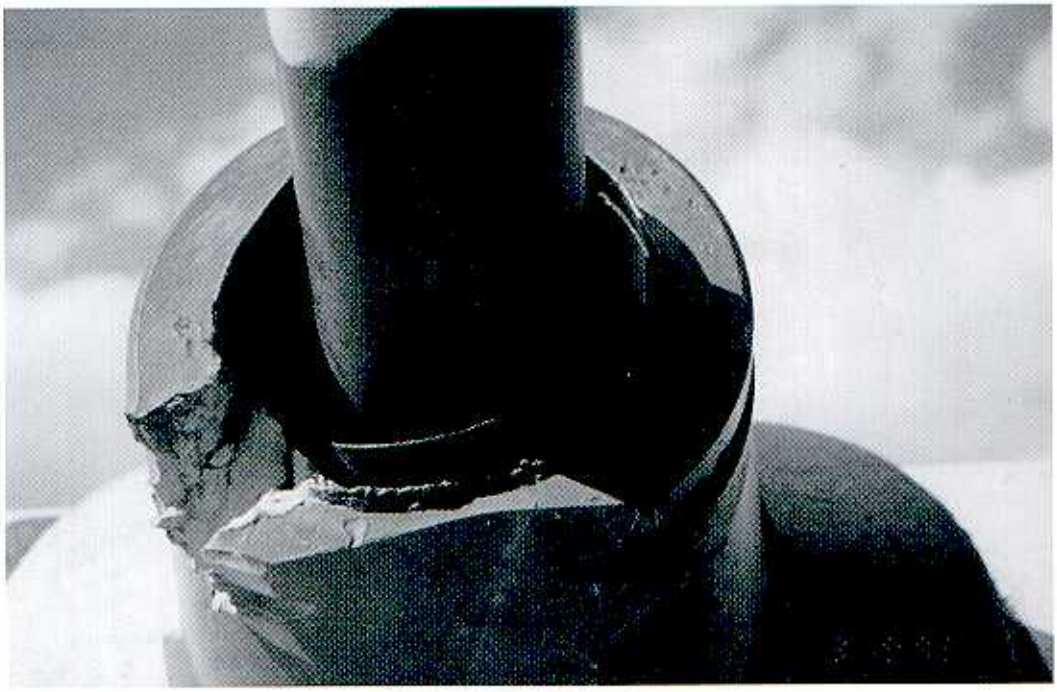


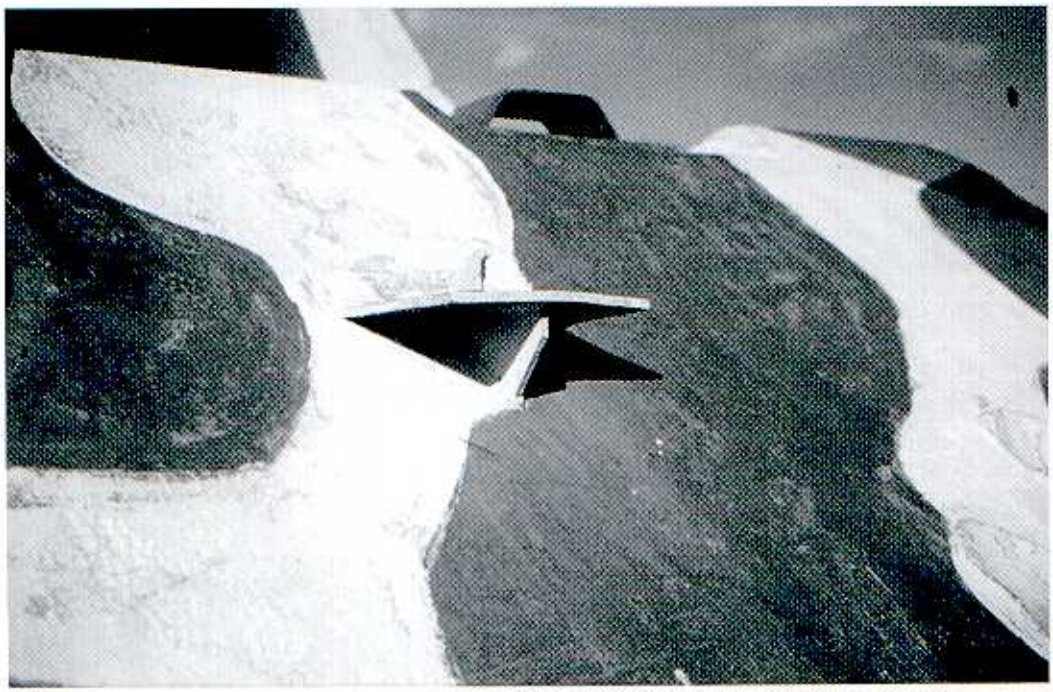
The mechanism is shown very clearly. The gun crutch is not of that type, which can be released from inside the vehicle like the Nashorn

The MG34 cupola is constructed like "Schießscharten" on the Atlantic Wall bunkers



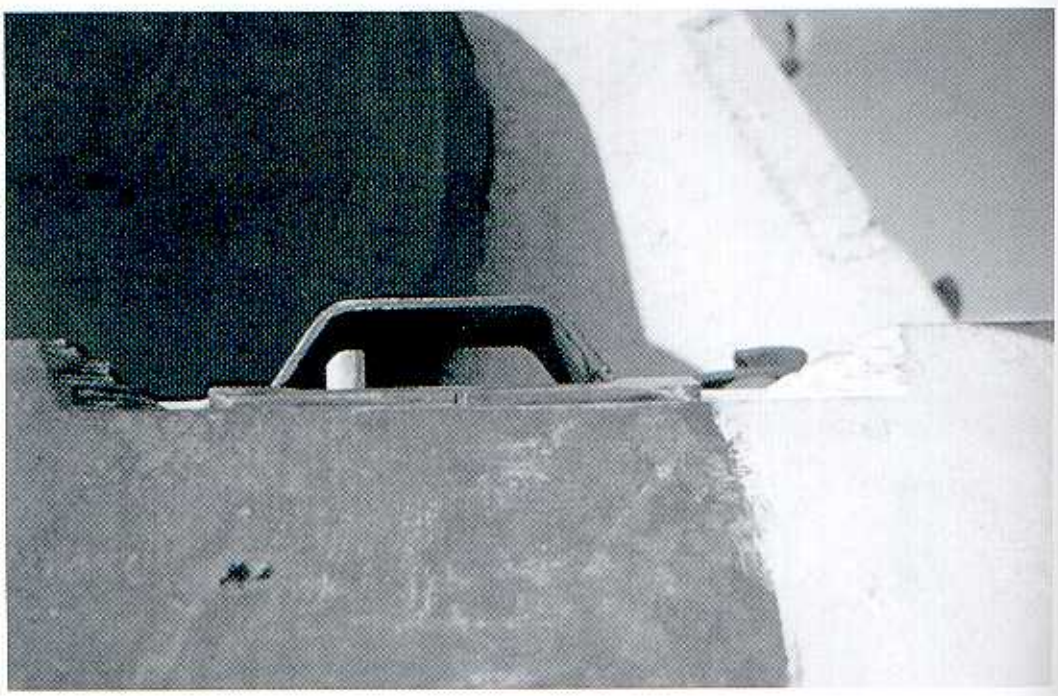
Look at the straight part of the Saukopf mantlet, which was necessary to depress the gun to -7°

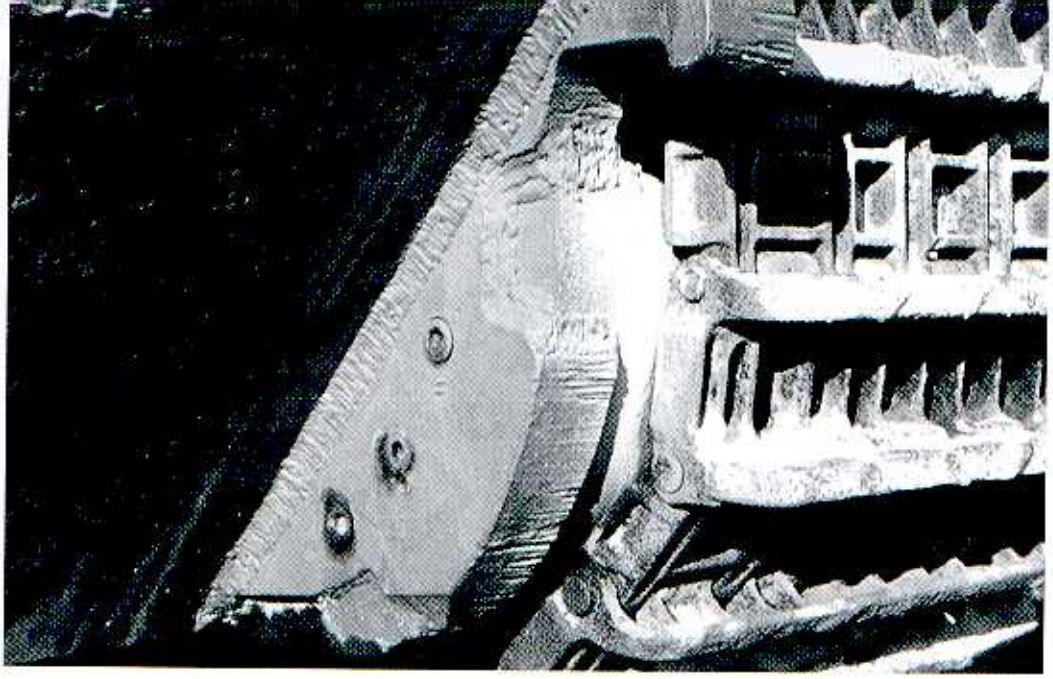




Holder for the Bosch light

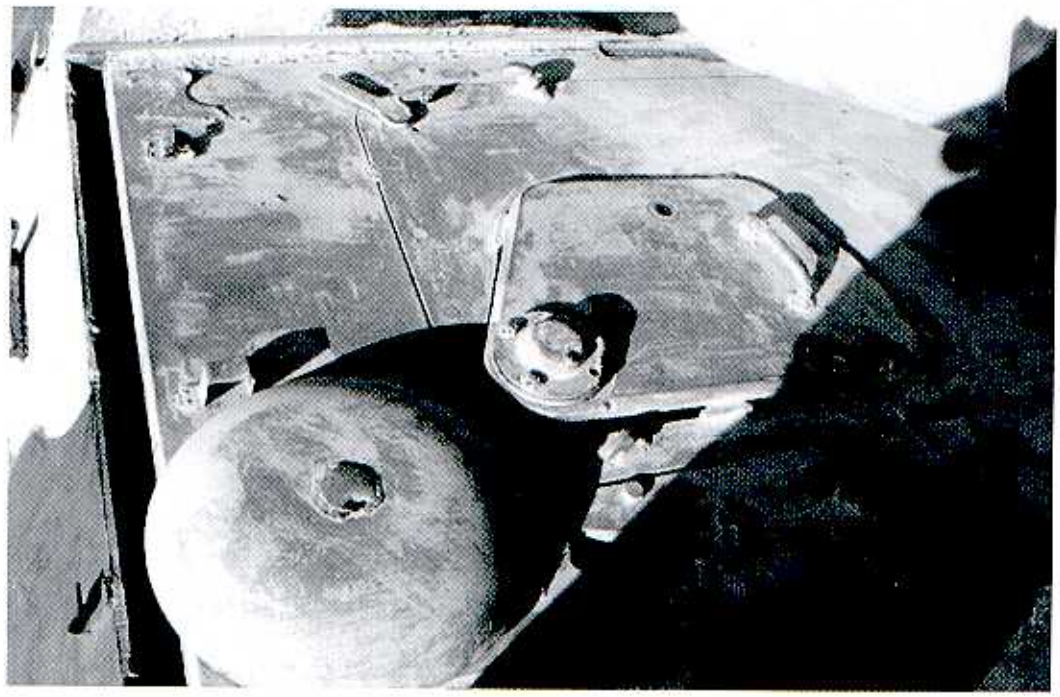
Driver´s periscope housing

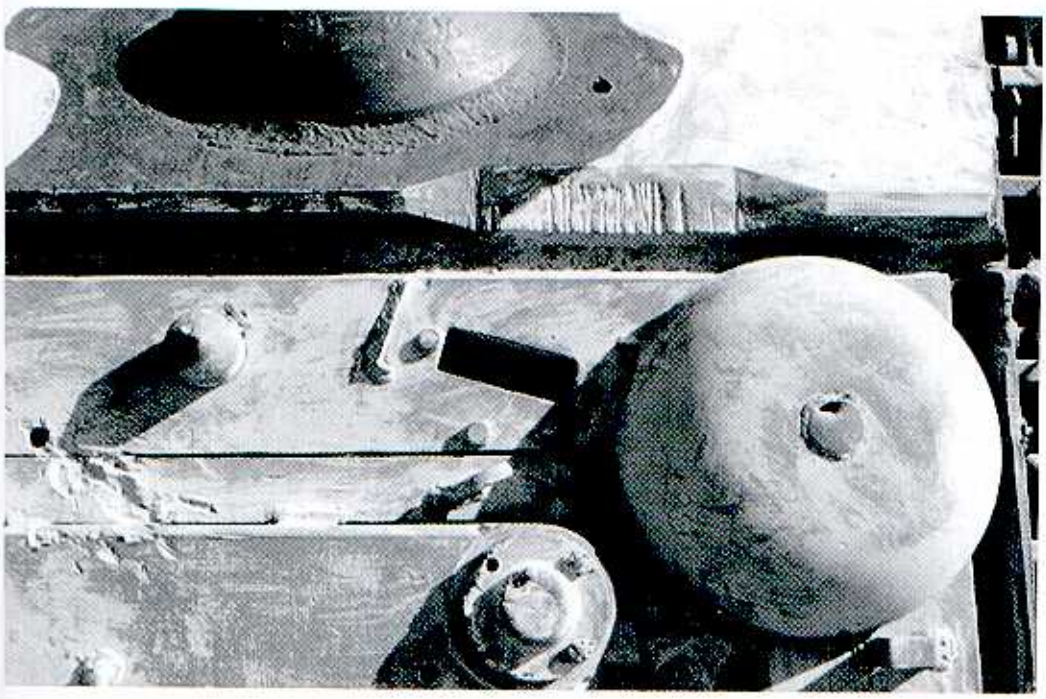




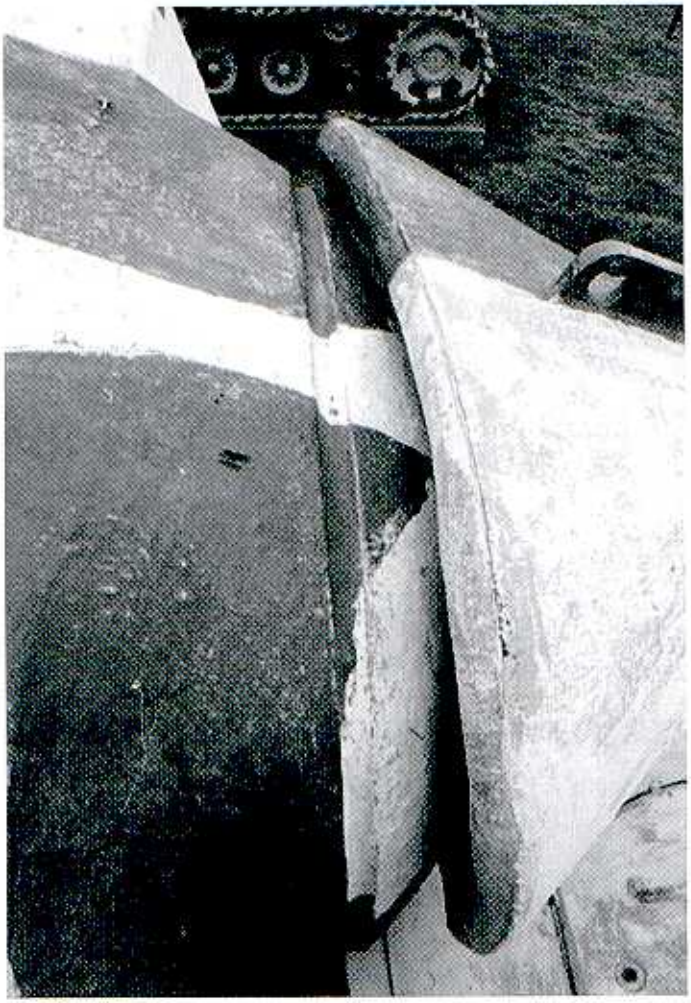
Housing of the final drive

Ventilator on machine gunners side

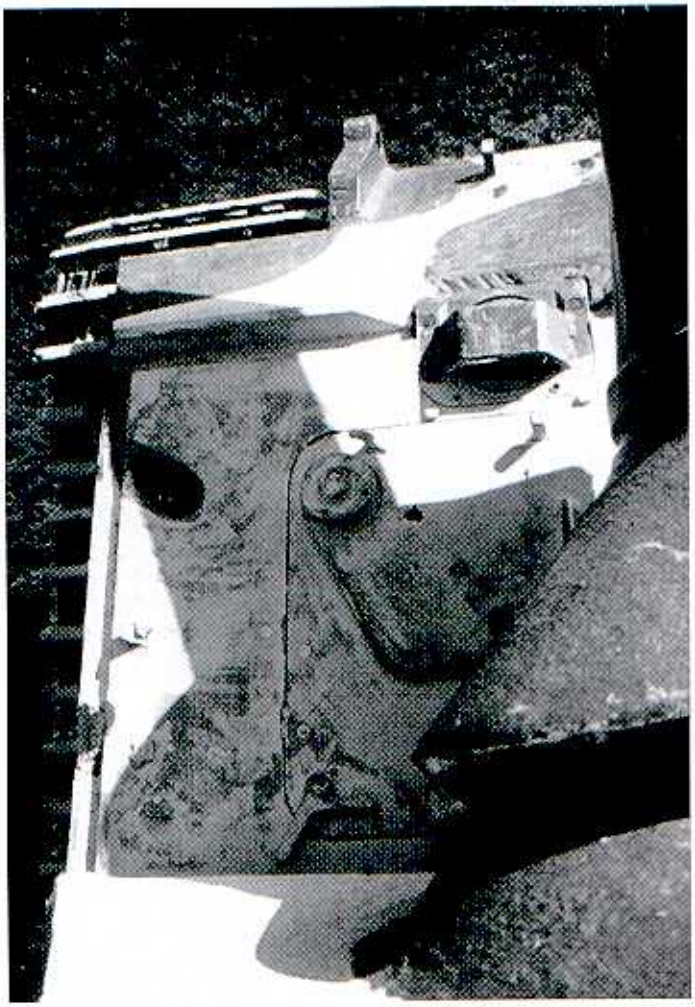




The cut out part of the front glacis plate in front of the periscope, the housing of the machine gunner´s periscope is missing, the round dome is the outlet for the Bosch light cable

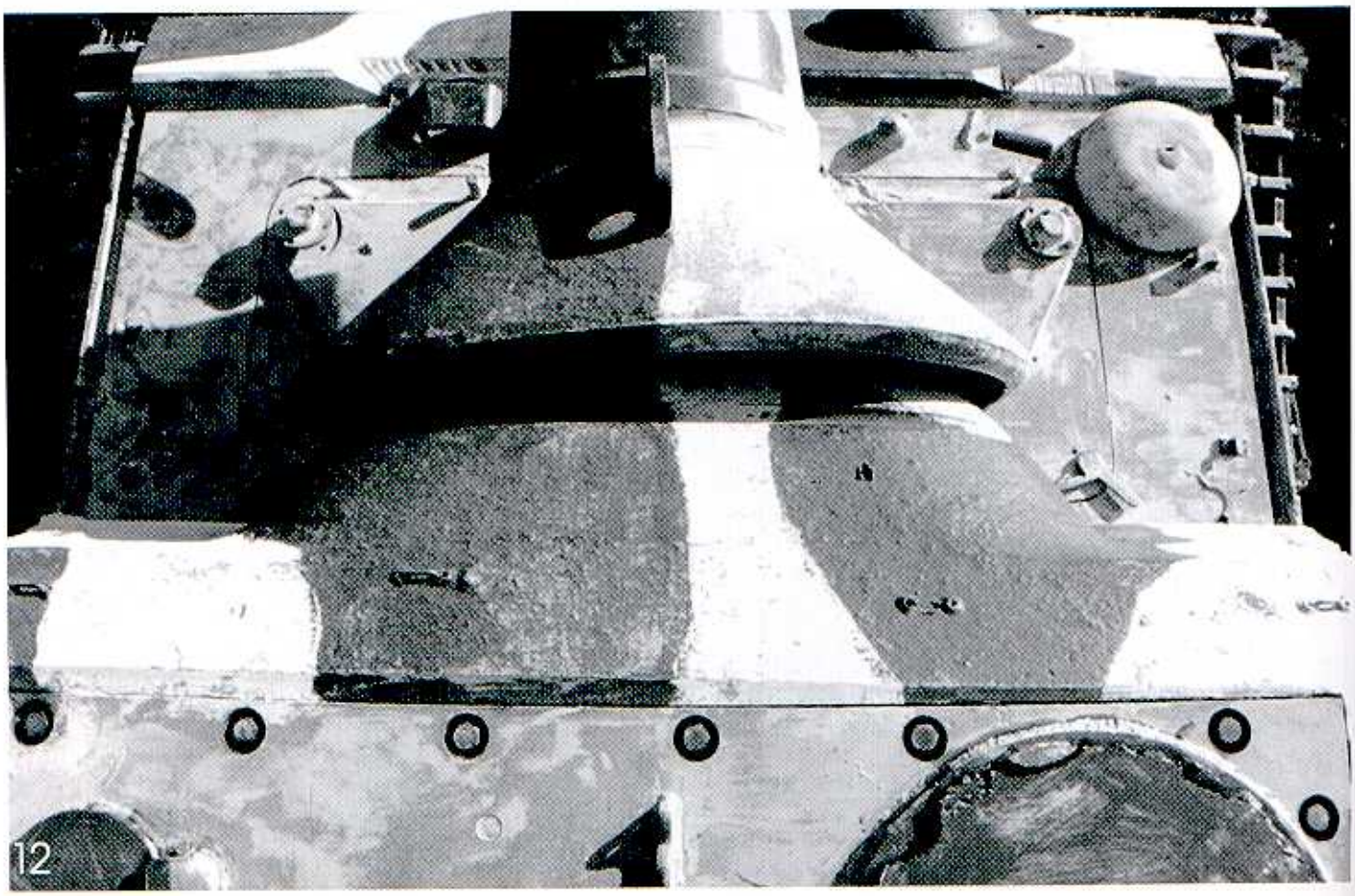


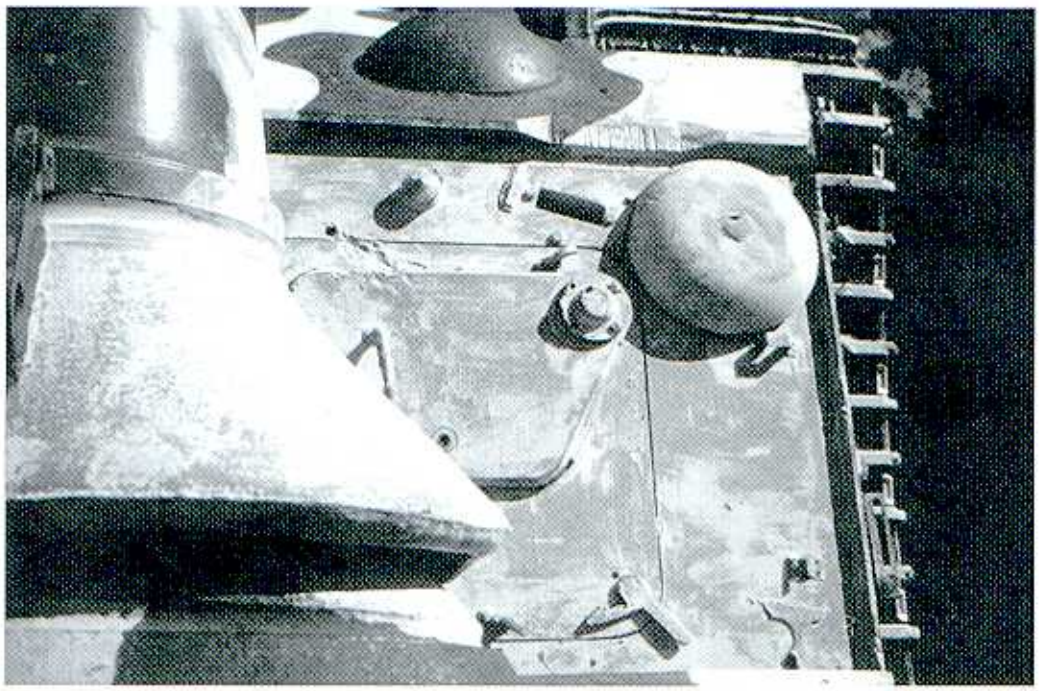
The mighty "Saukopfblende"



See locking lever for the driver´s hatch, only one grab handle on each hatch

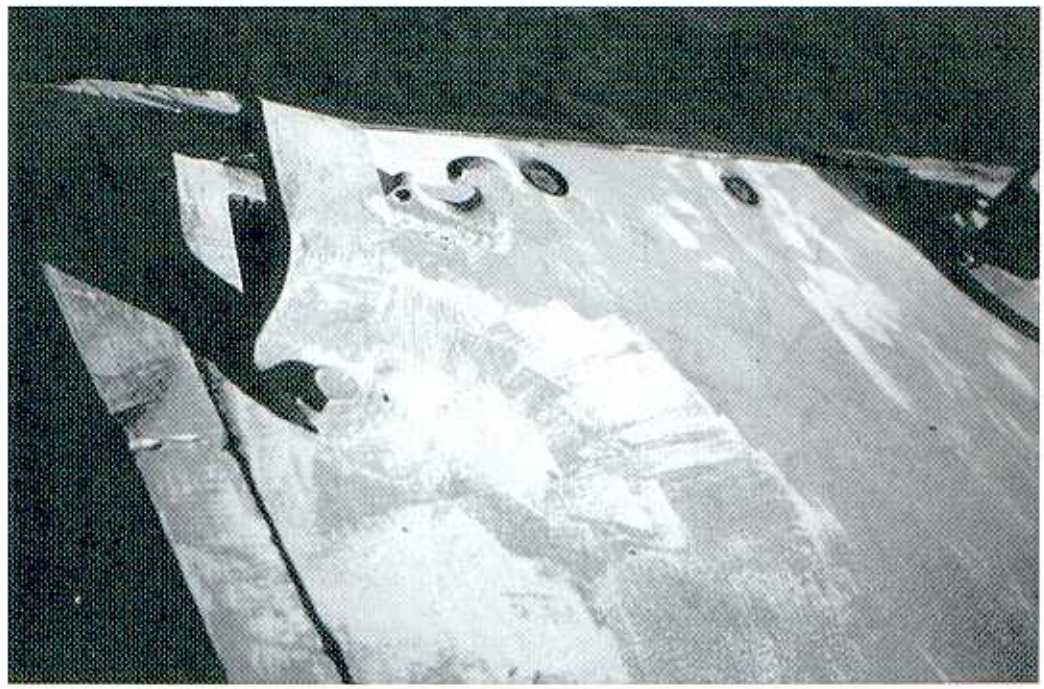
Look at the little hooks for camouflage material, the roof was tightened by screws, that had to be removed when the gun was replaced

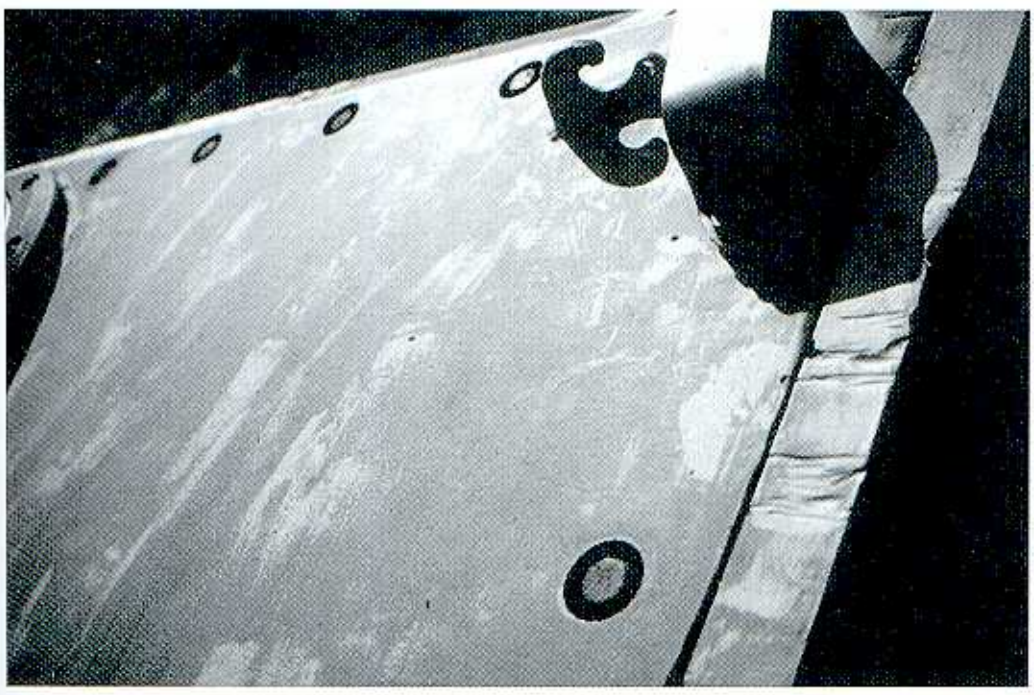




The lever holds the hatch in opened position

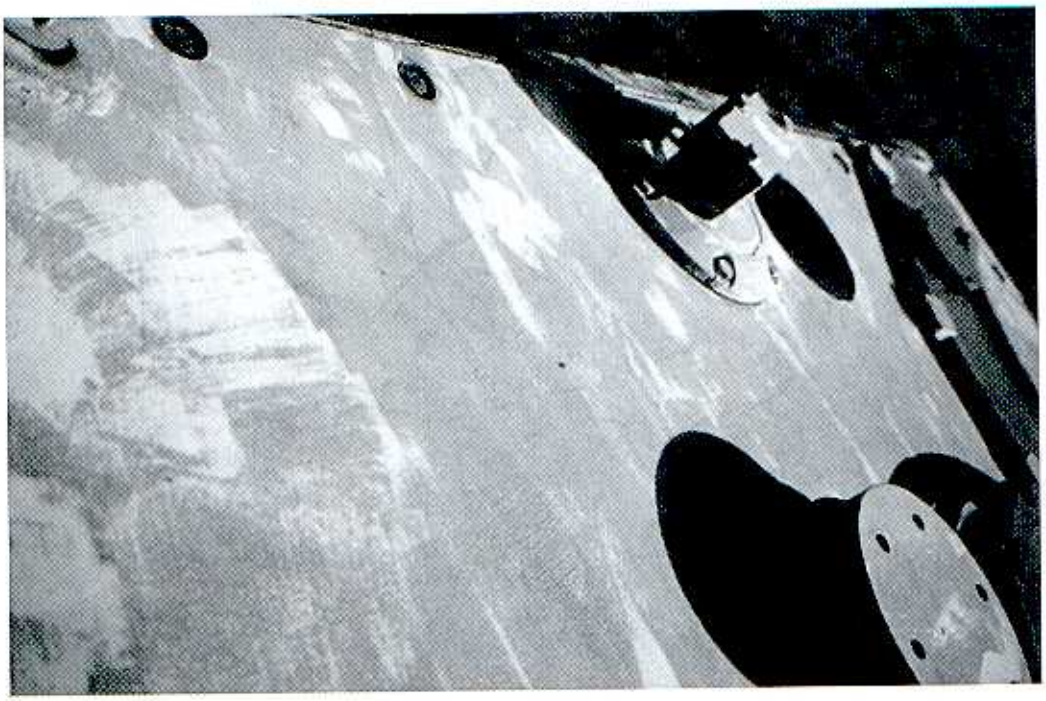
Interesting is the cutout of the backwall for better sighting of the back periscopes on the roof, here left hand side

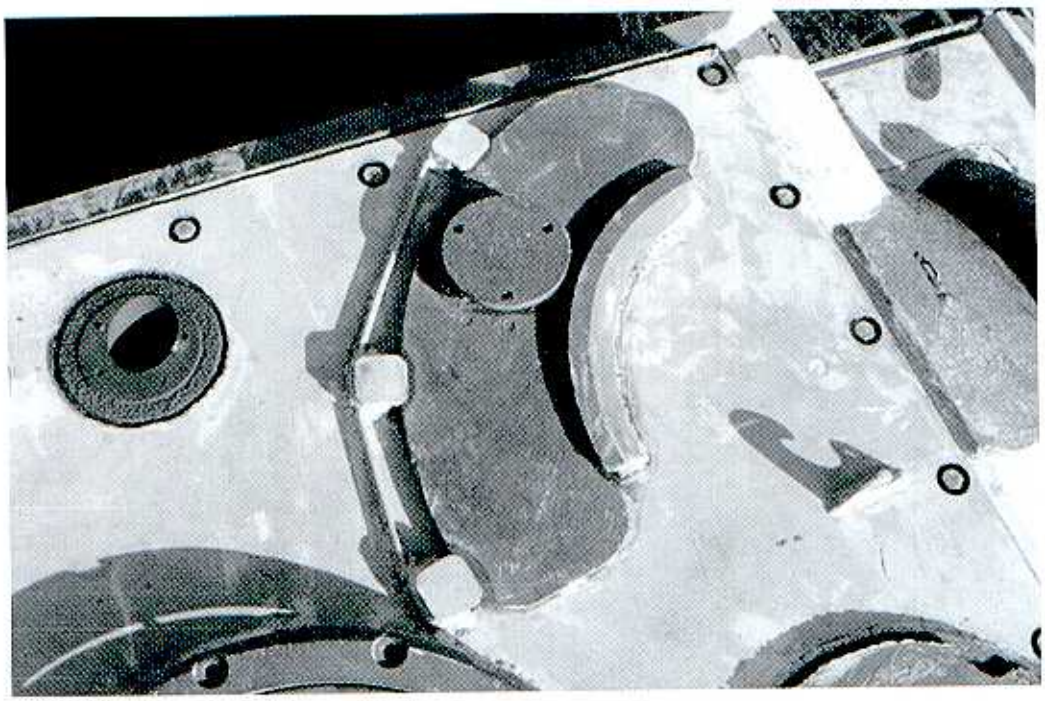




....and on the right hand side

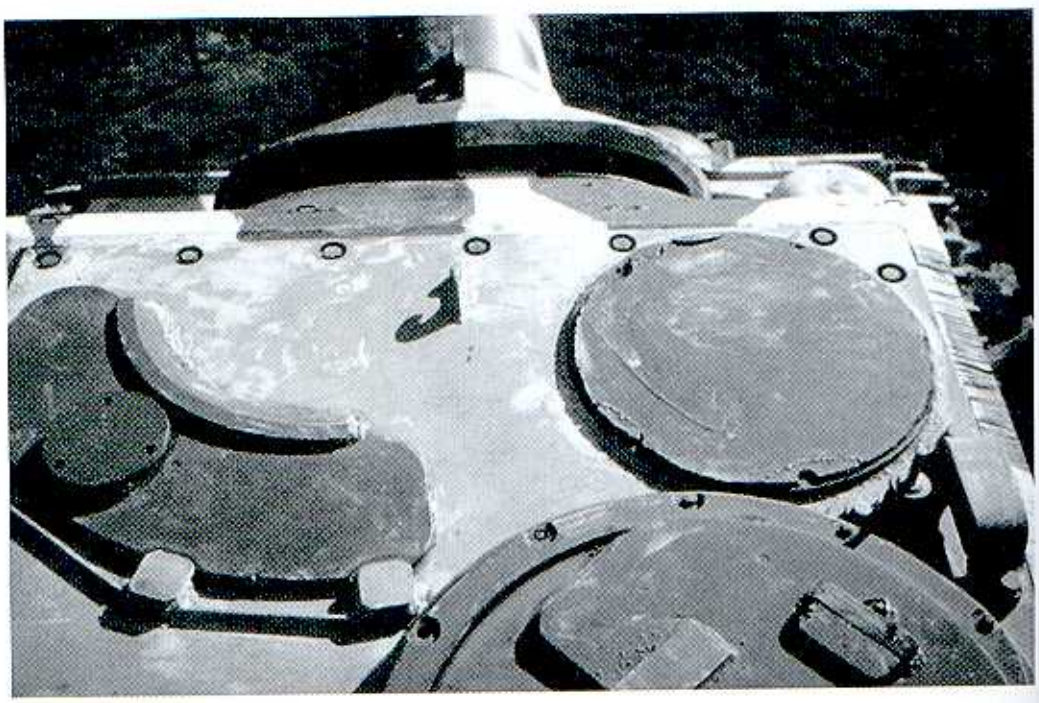
Rotating periscope armoured ventialtor housing

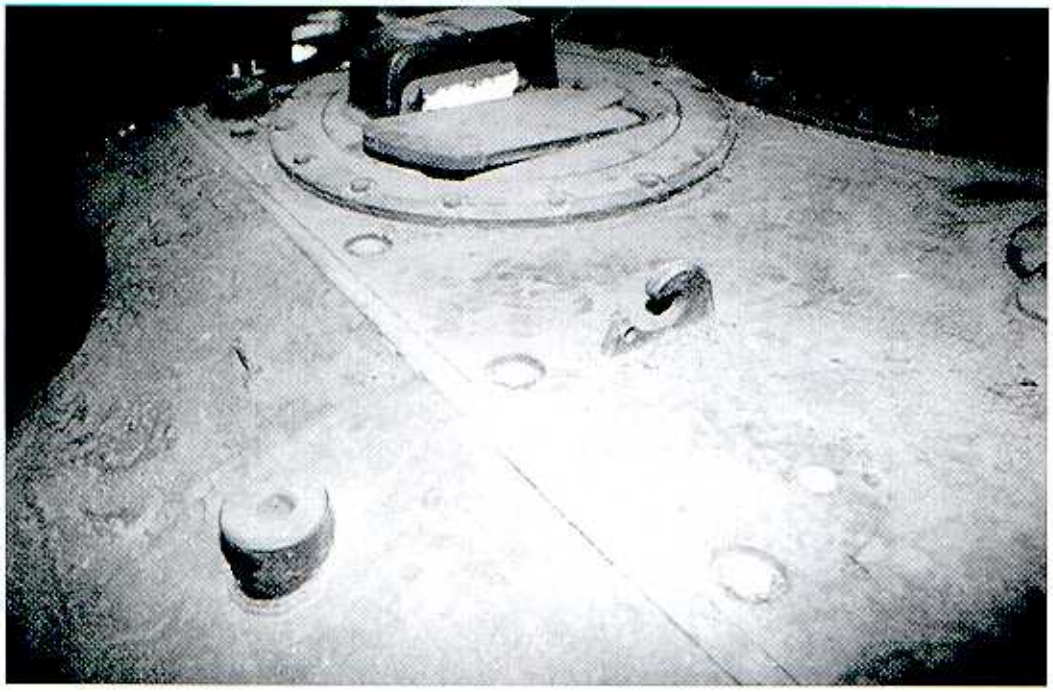




Sight sliding cover, opening for the sight is welded and S-mine throwing device

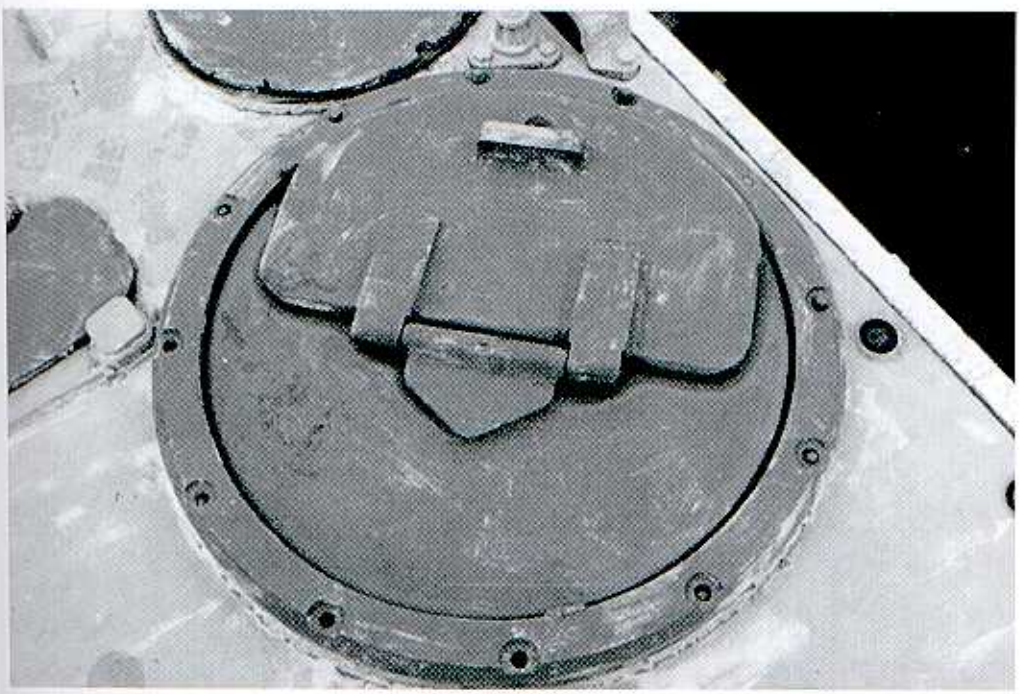
The plated whole housed the commander´s rotating pericope, which is just in front of the commander´s hatch; in between you see another fixed periscope and the aerial mount for the FuG5





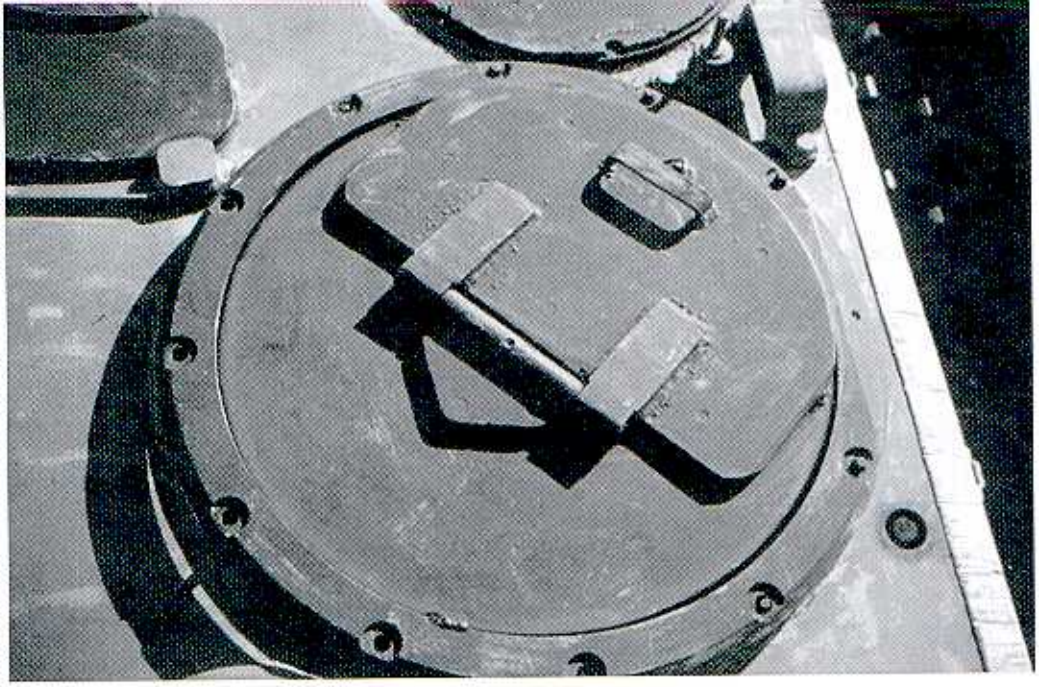
The Kubinka vehicle has its commander´s rotating periscope retained. It has the typical "Pilzen" for later vehicles

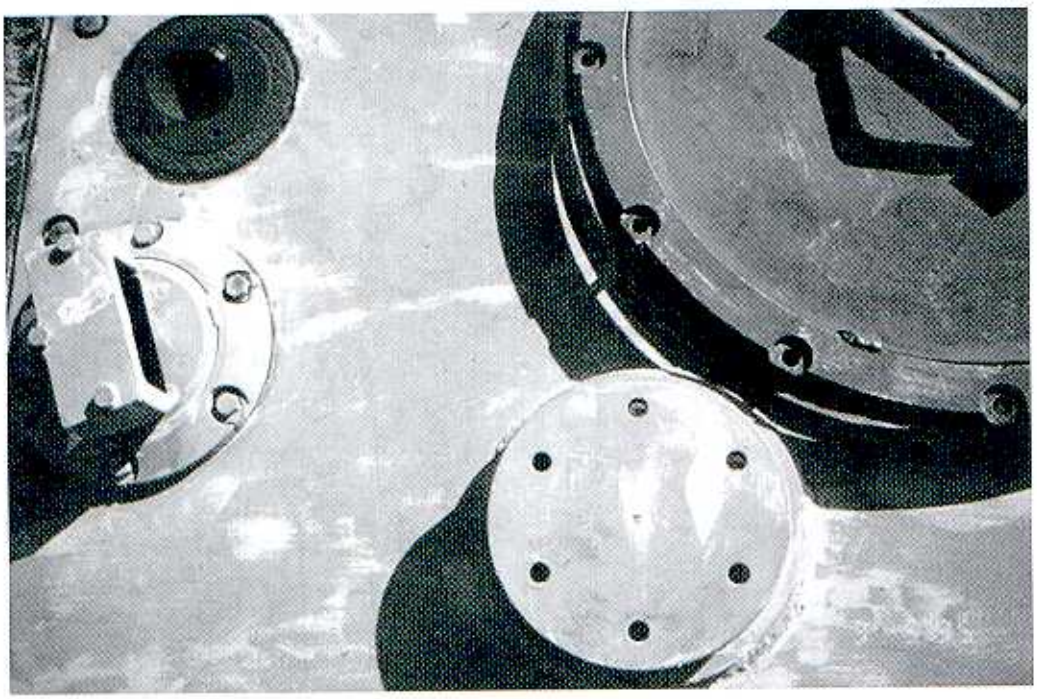
The ventilator and the commander´s cupola



The commander´s cupola

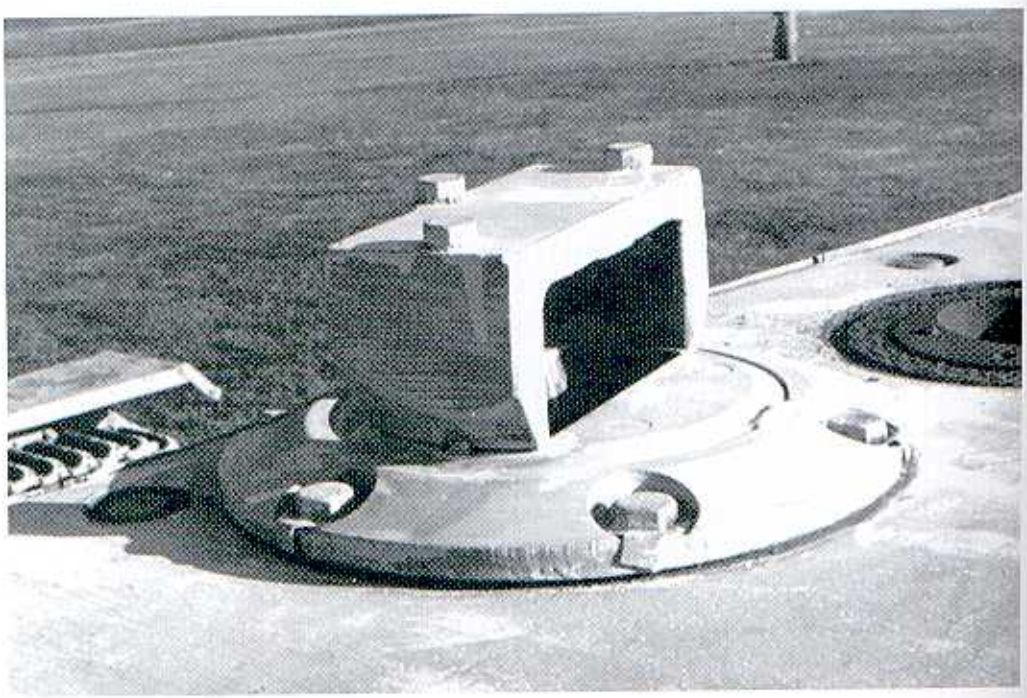
The commander´s cupola



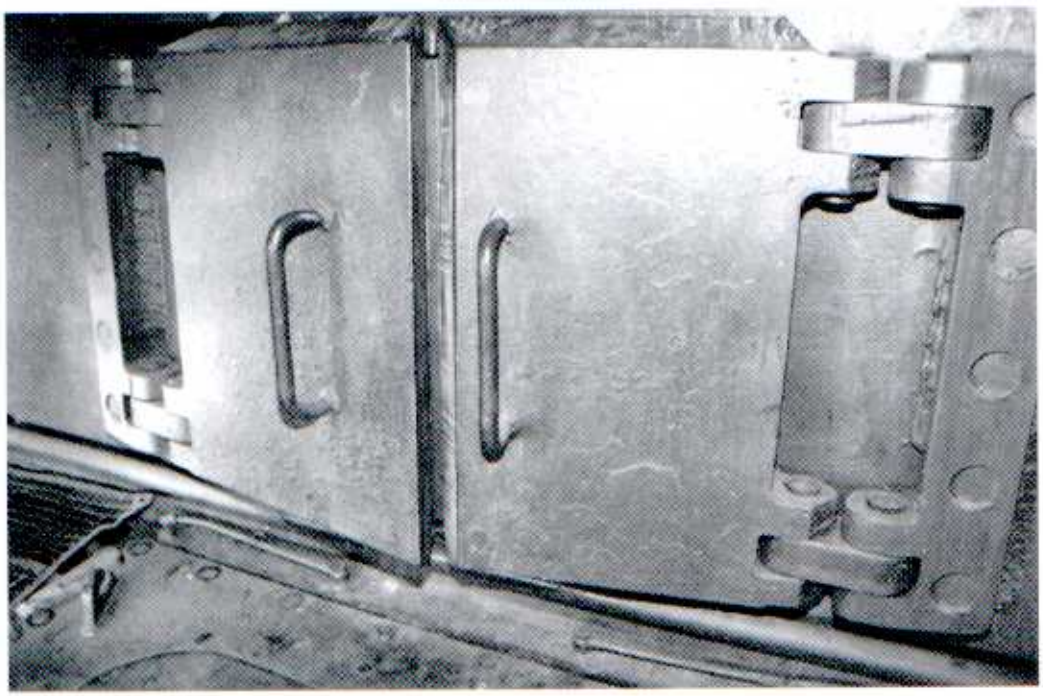


S-mine thrower and rotating periscope for the gunner

Look at the peculiar shape of the periscope housing



The box just above the left side door is a stopping guard for additional radio aerial port

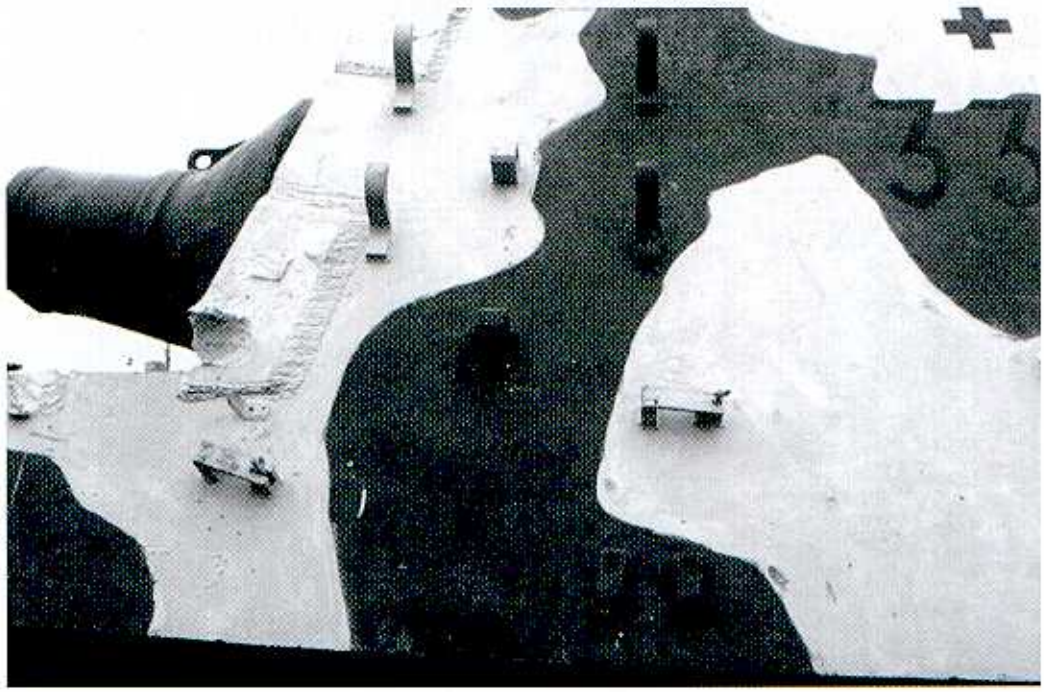


The massive back doors of the Kubinka vehicle

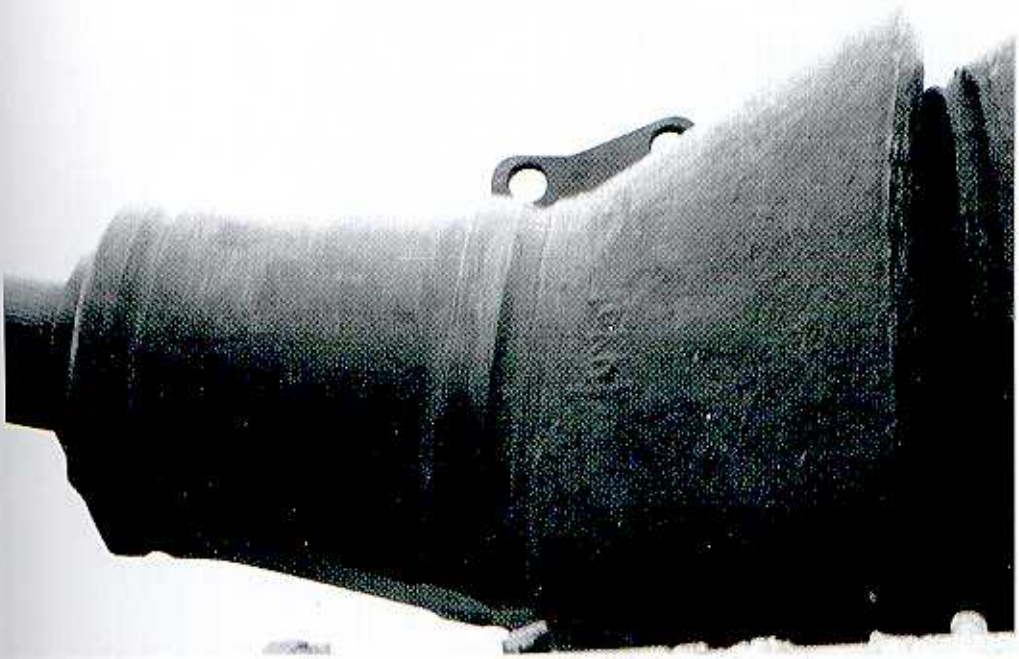
One of the Pilzen just above the back doors of the Kubinka vehicle and the handle, which is missing on the Aberdeen Jagdtiger

It 's not a sports Jagd-tiger, but the torsion bars have lost some of their tension during the last fifty years

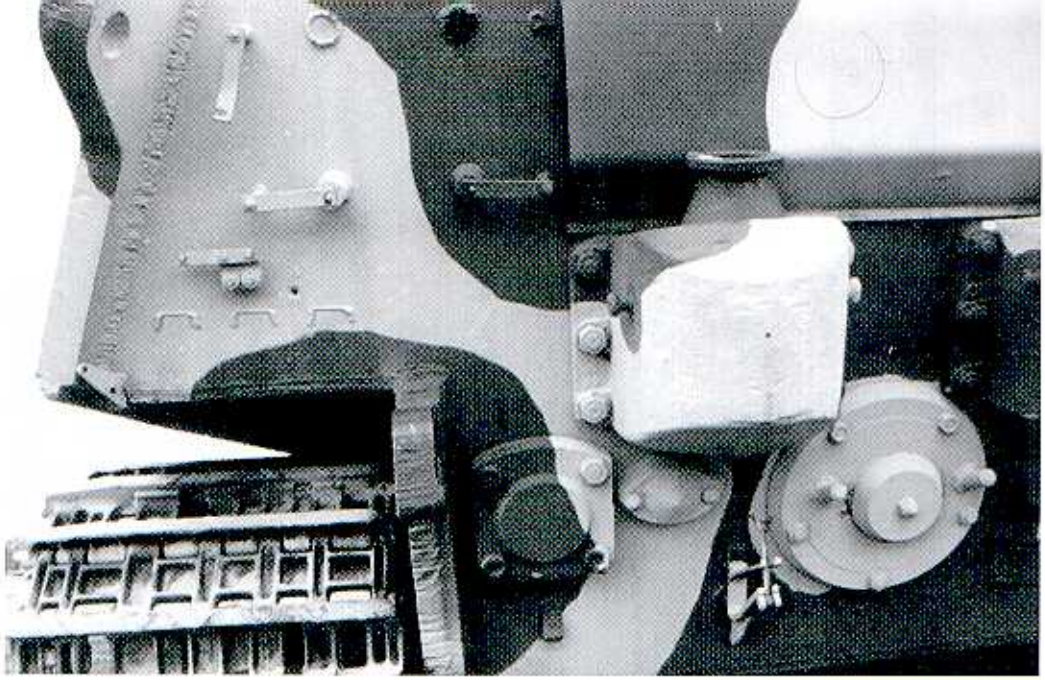
Left hand side of the vehicle, the holders are similar to the right hand side

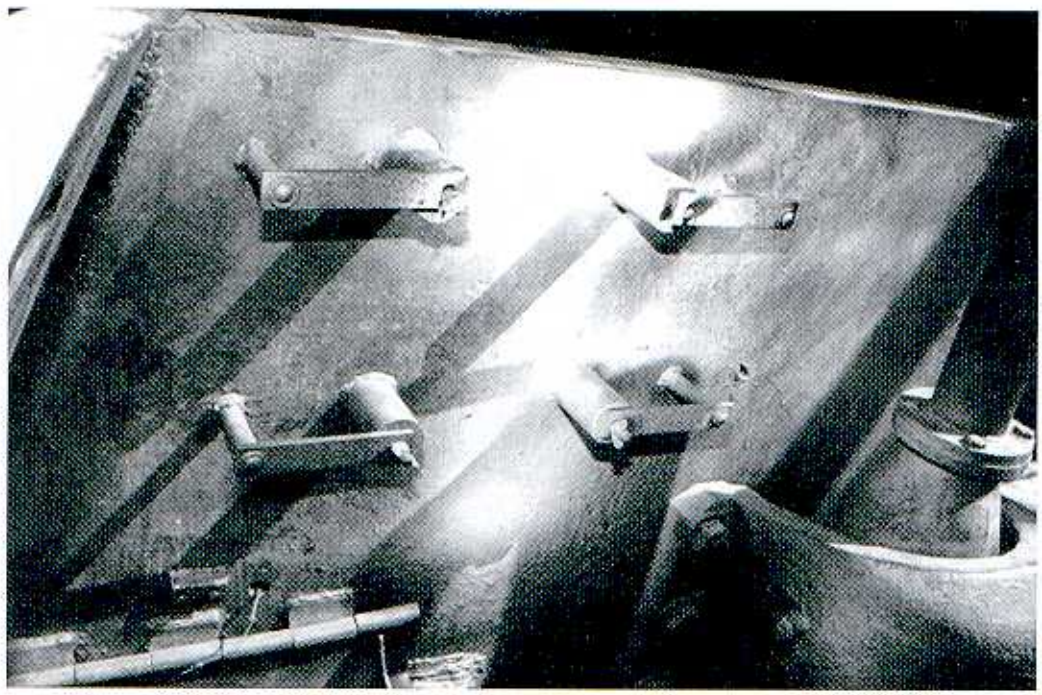


"Saukopf" mantlet



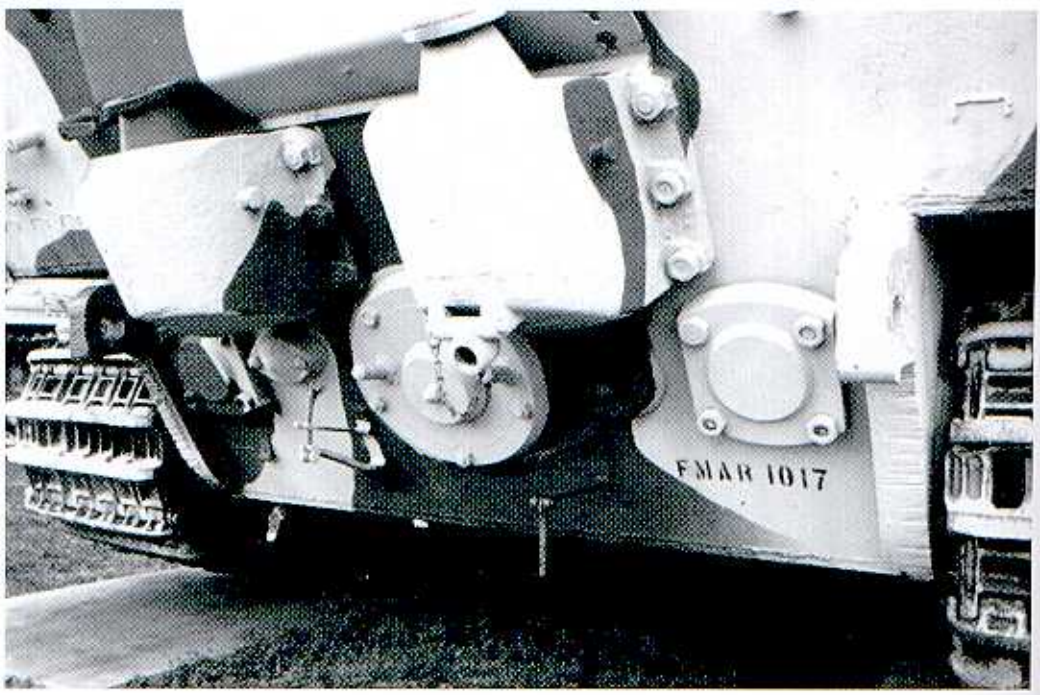
The left exhaust pipe is missing, above the exhaust pipes is a part of the "Schürzen", the four clamps (one is missing) held the towing clevis



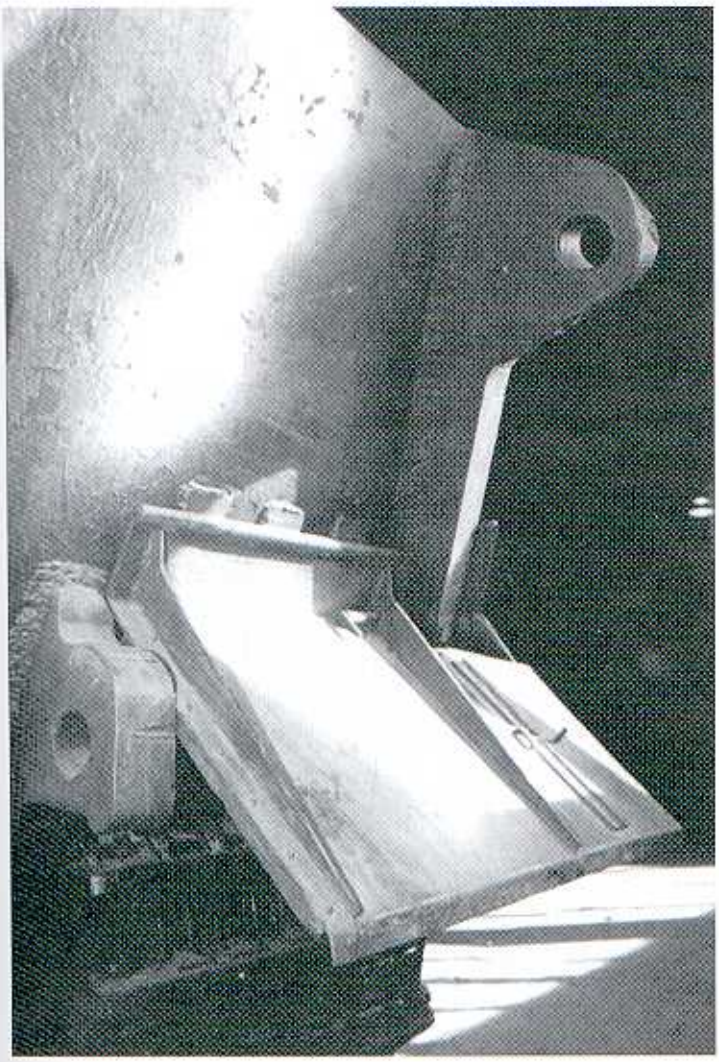


Same view of the Kubinka vehicle

Lower part of the backside of the Aberdeen vehicle. The FMAR1017 is museum inventory number

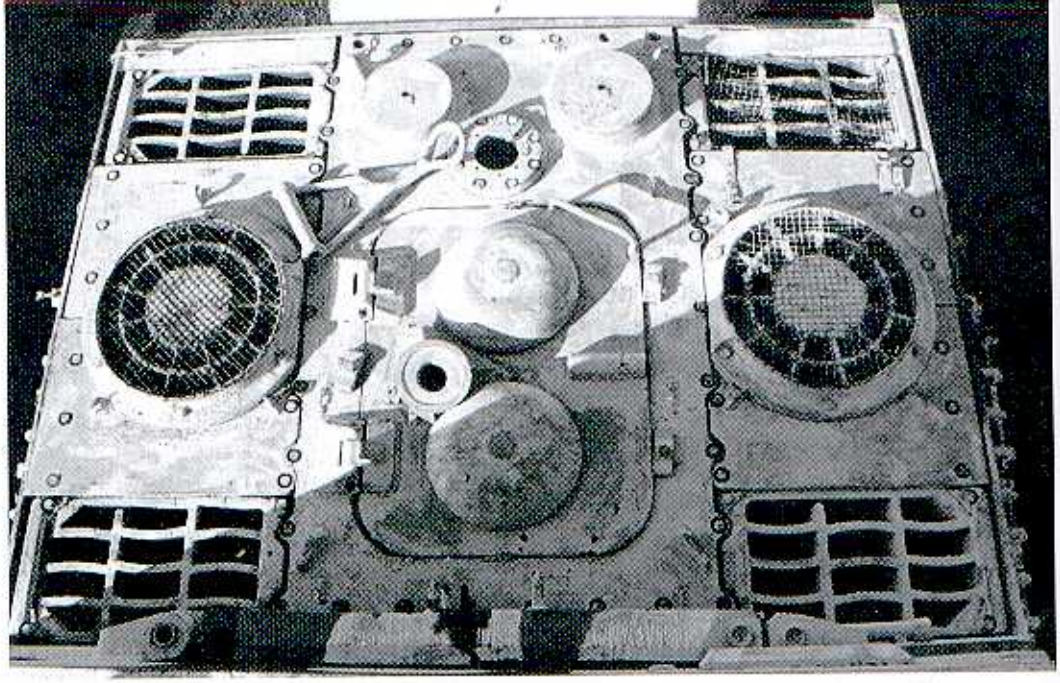


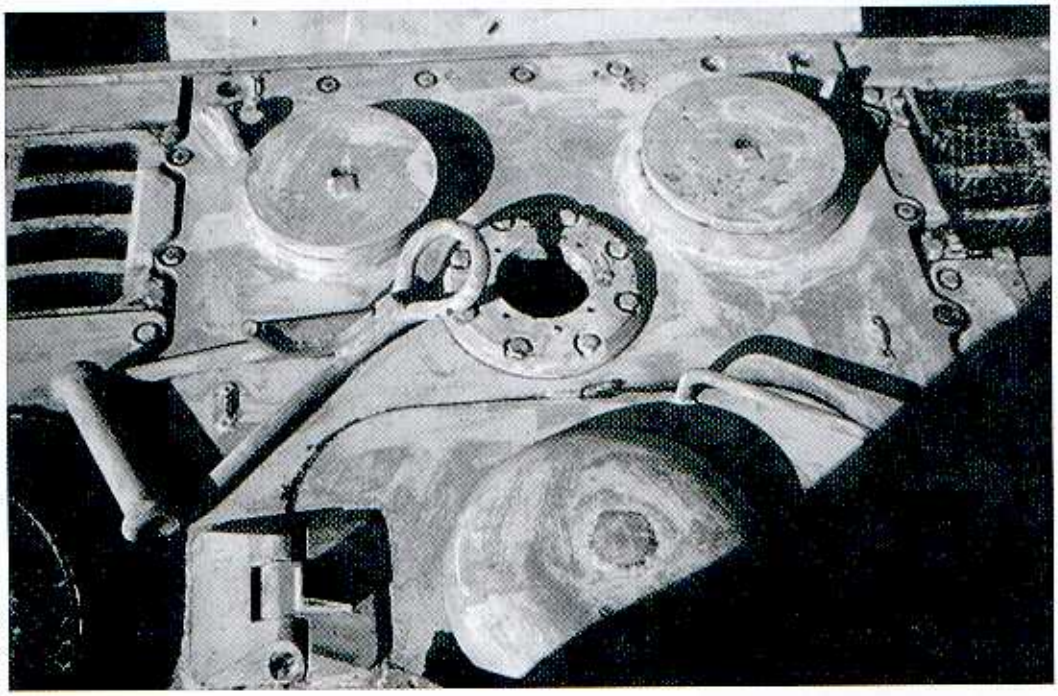
The Kubinka vehicle has retained its mudflaps



This broken device on the Kubinka vehicle is unique and probably for towing or being towed

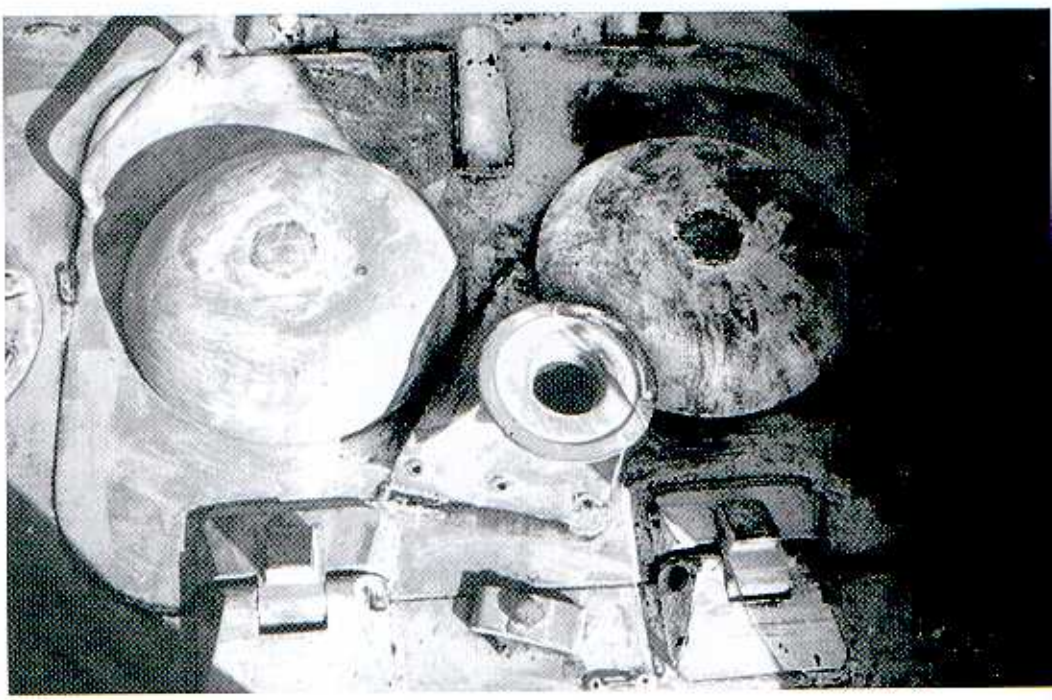
No idea of the use of the loose lying lever on the back plate of the Aberdeen vehicle

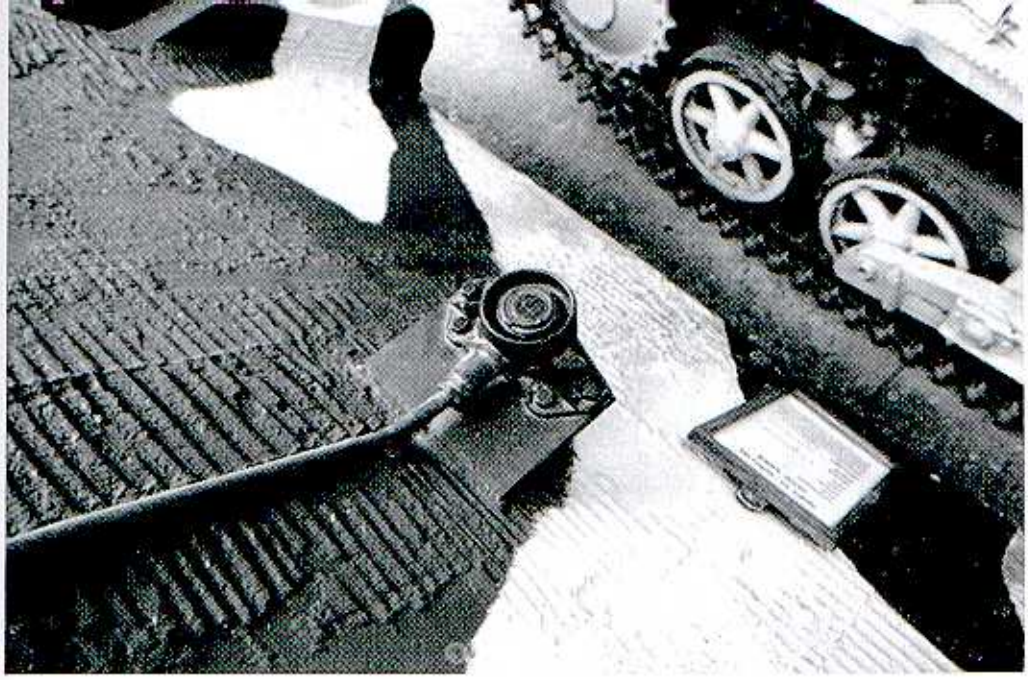


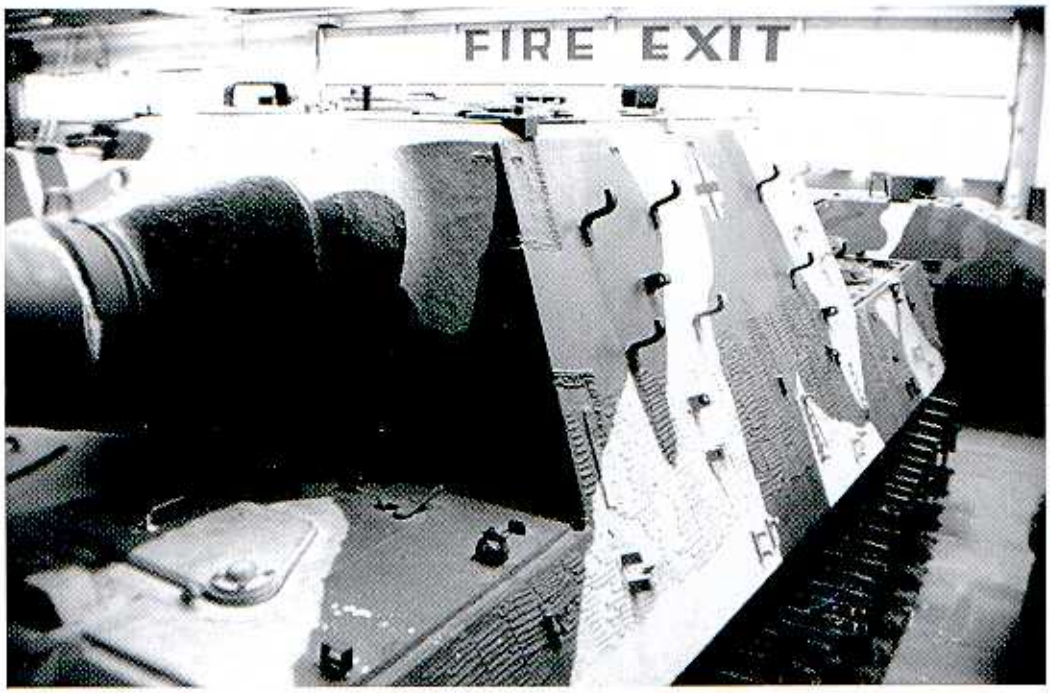


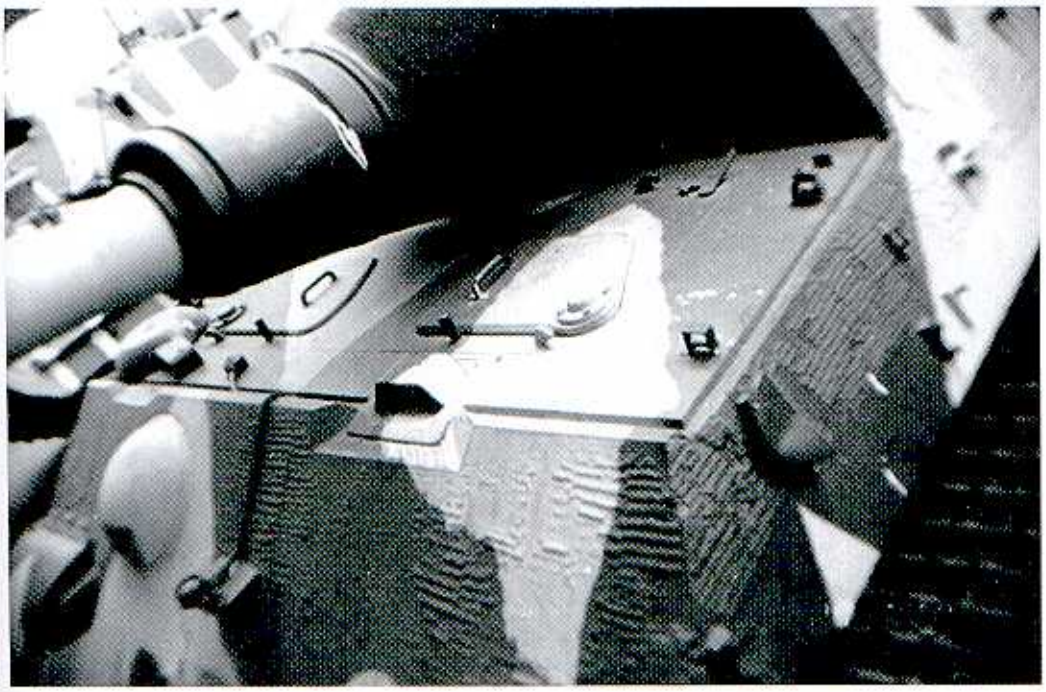
The cover of the filling hole is missing

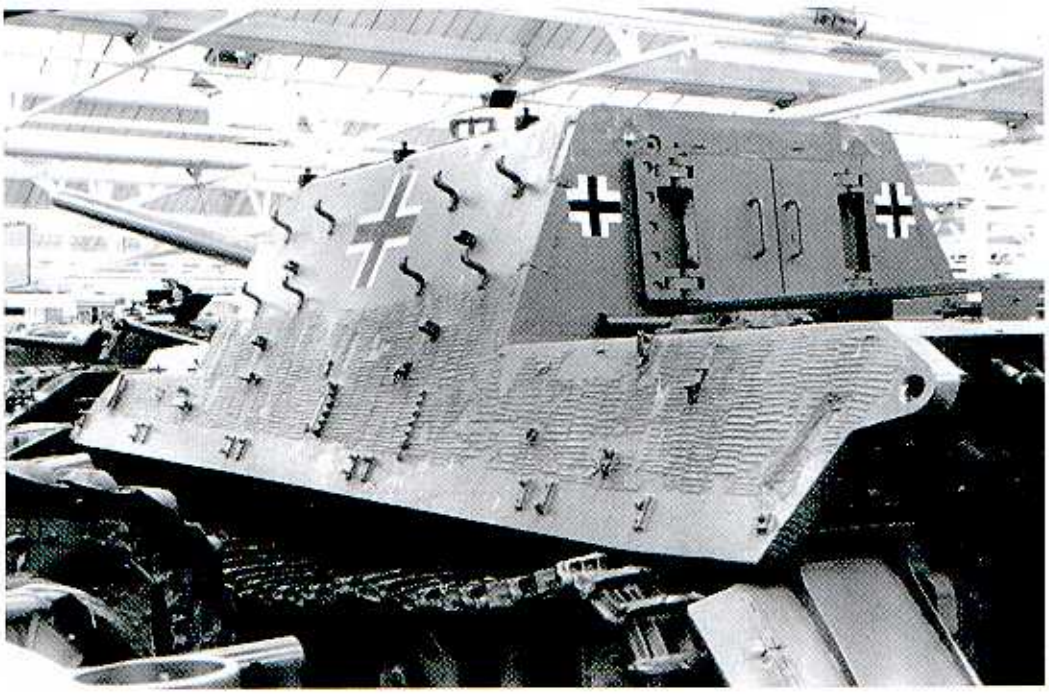
Very fine to see the makeshift baseplate for the holder of the MG34; which was obviously a field modification

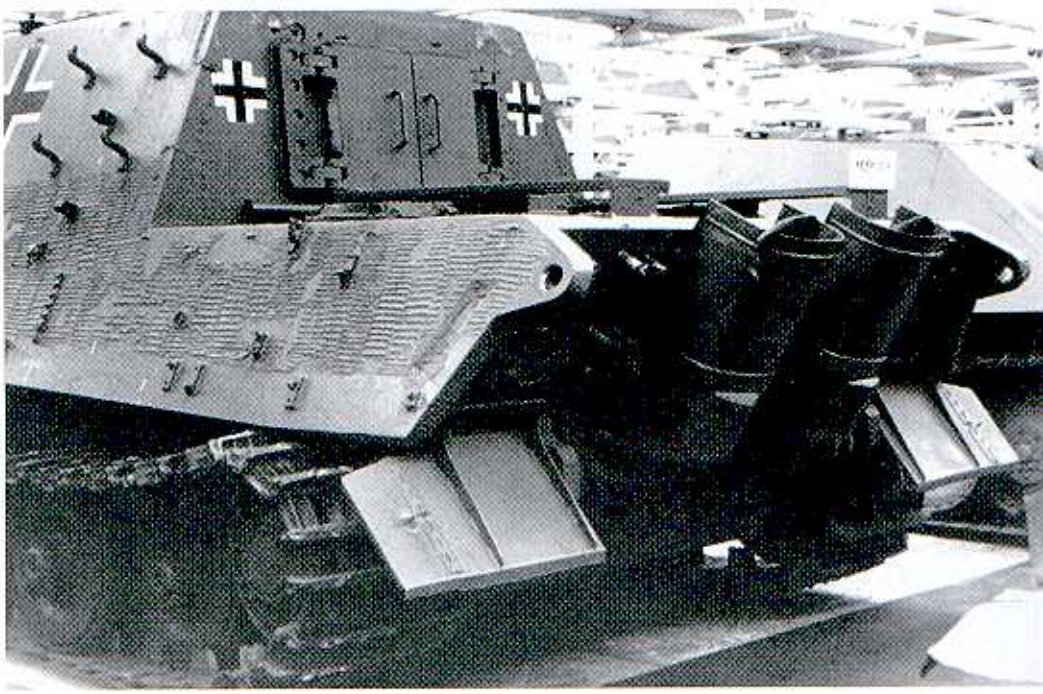


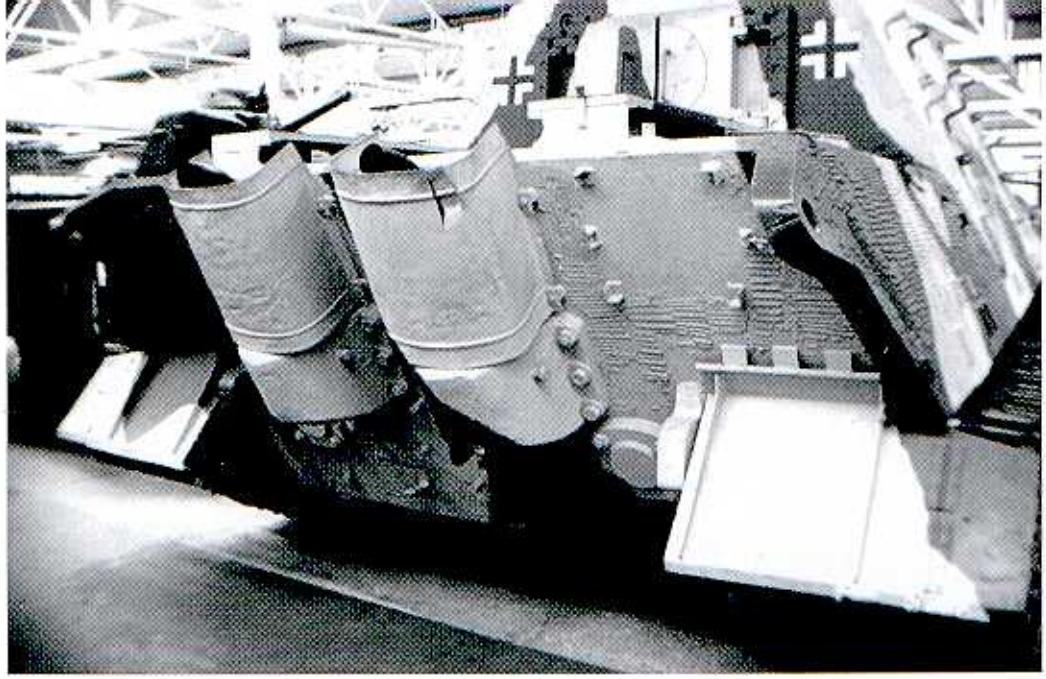


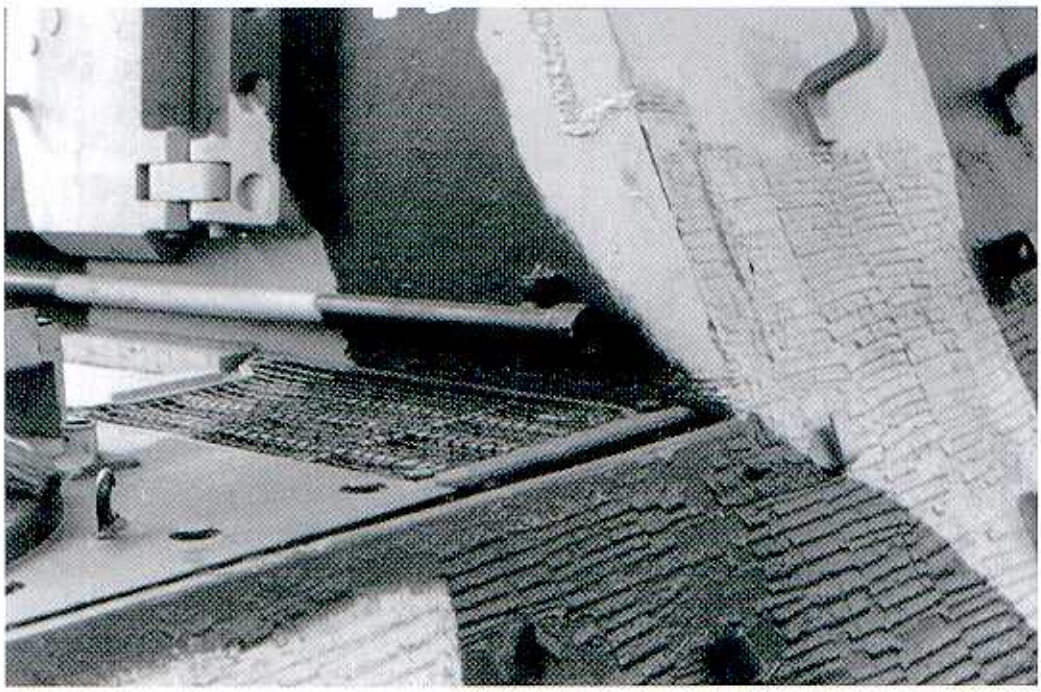

FIRE EXIT

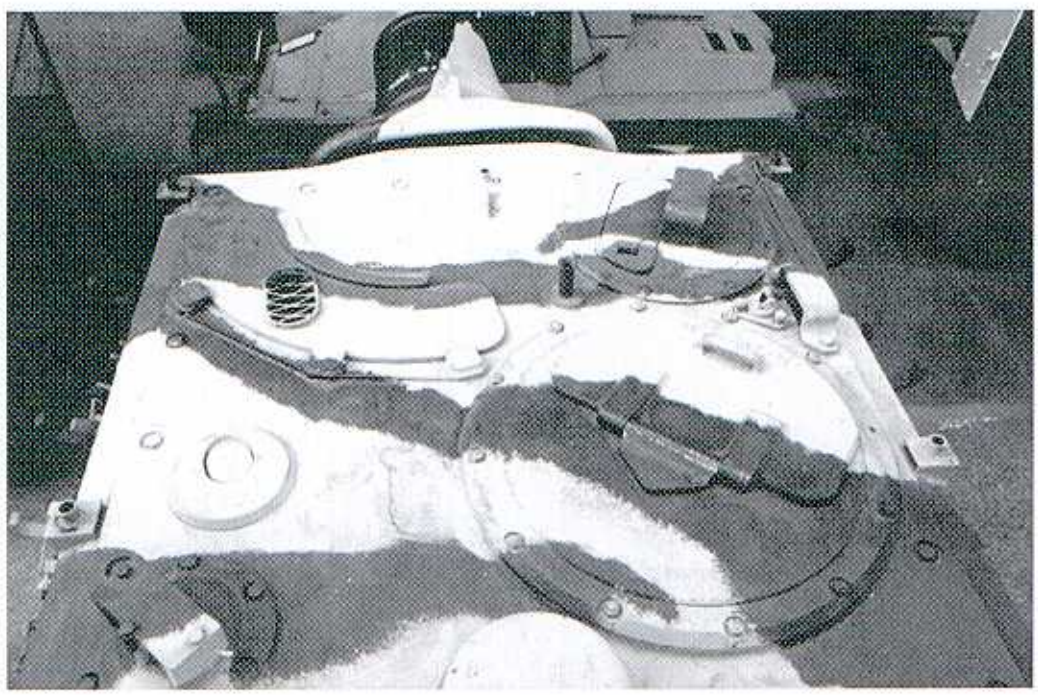


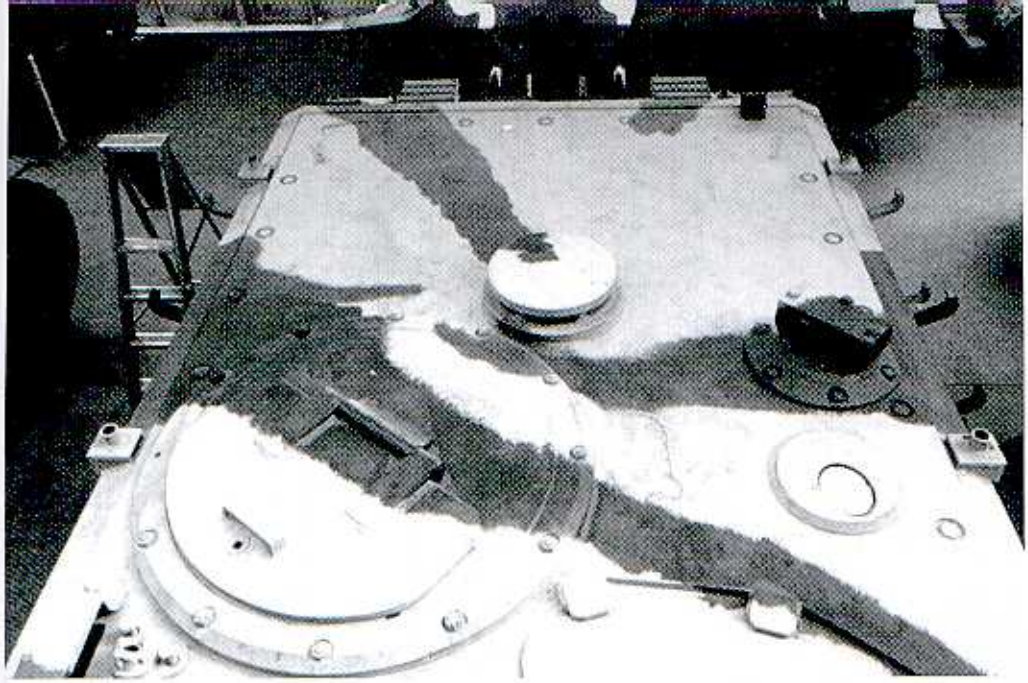


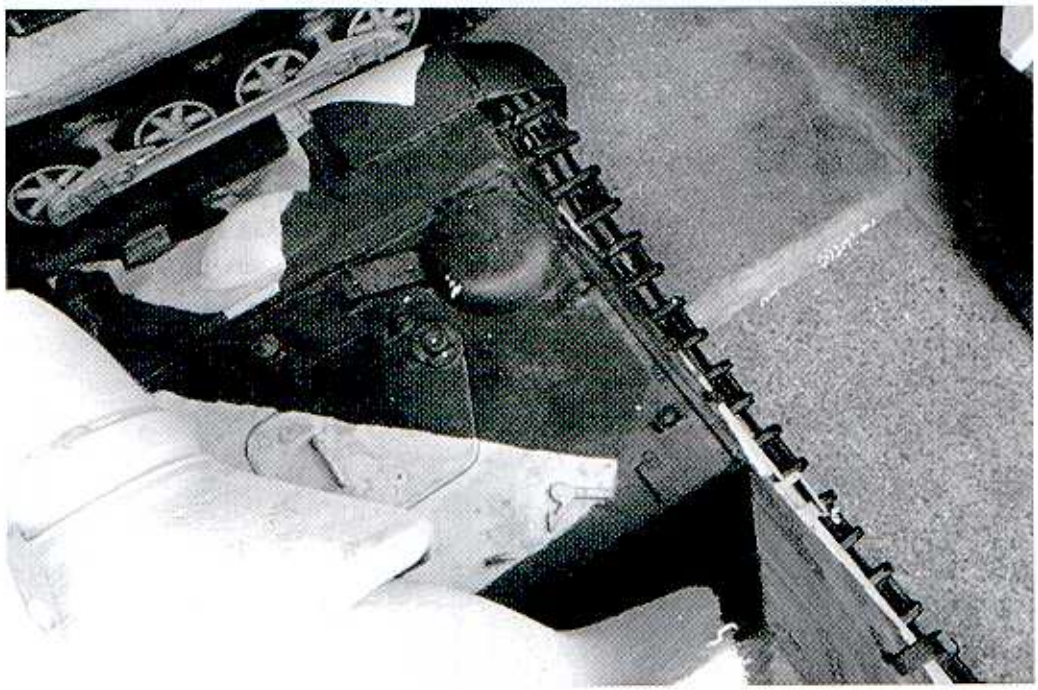


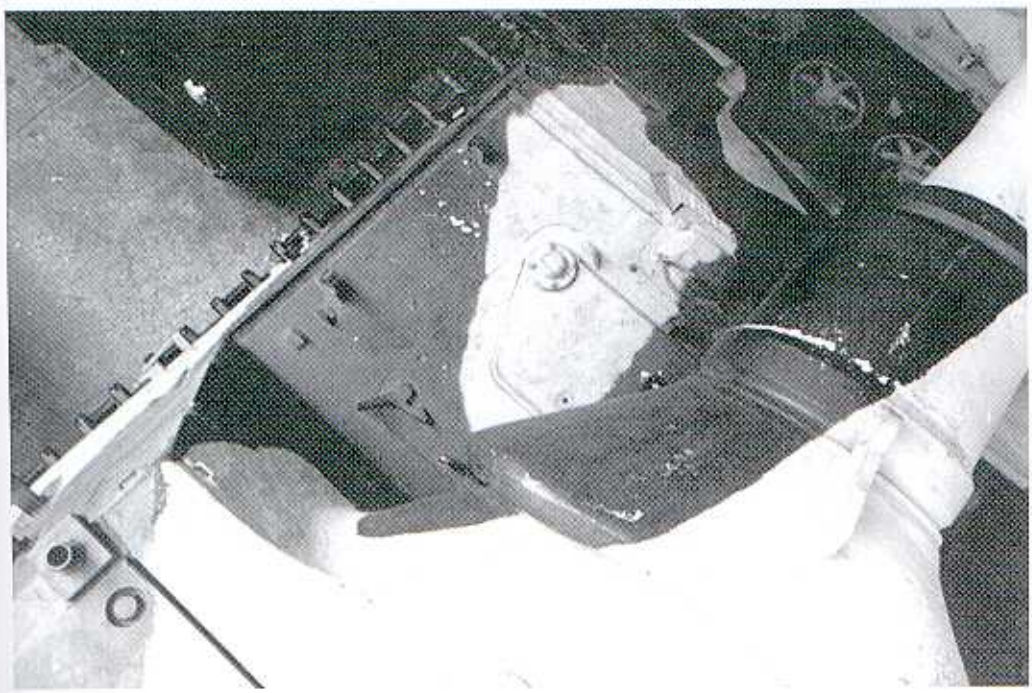




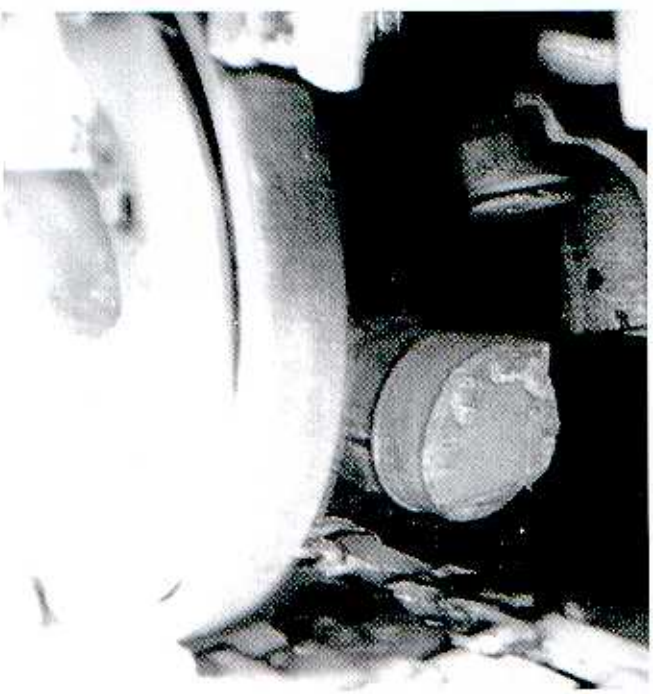








Porsche roadwheel



Part of the Porsche suspension, which followed the same constructure as on the Ferdinand

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Jagdtiger (Sd. Kfz. 186)

Aberdeen Proving Ground, Aberdeen, Maryland, United States of America
The Aberdeen vehicle is a Henschel version. It has the number 305020 and was produced in October, 1944. It was part of the s.Pz.Jg.Abt 653 and had the vehicle number 331 and the Balkenkreuz in black on both sides of the super-structure (1a). The vehicle was overall dunkelgelb with patches of dark brown. It appears that there were also patches of dunkelgelb within these dark brown patches, similar to the ambush scheme concept. The vehicle was captured near Neustadt, Germany in March 1945 (2a). It is easily recognised by the very prominent damage shots to the gun manlet, glacis plate and lower nose armour. It used the late version 9 tooth sprocket ring.

RAC Tank Museum, Bovington Camp, Dorset, England
The Bovington vehicle is the Porsche version, of which only ten were produced (1b). It was captured by British troops in April 1945 in Sennelager (2b, p.11). It has the Fahrgestell (chassis) number 350004. The vehicle is easy to recognise as it has lost it's 3. wheel station on the left side. It had Zimmerit up to approximately 2 metres high and the Balkenkreuze were about in the middle of each super-structure side. The earlier 18 tooth sprocket ring is to be found on this vehicle.

Tank Museum, Kubinka, Russia
The Kubinka vehicle is again the Henschel version and has the Fahrgestell number 305083. It fell into Russian hands on the 5th May 1945 in Amstetten, Austria, where a Kampfgruppe of s.Pz.Kg.Abt 653 with 3-4 Jagdtigers, just received from Heereszeugamt Linz surrendered to both Russian and American troops (1c).
It was in mint condition with complete side skirts and also has the later 9 tooth sprocket ring which is confirmed as a late version, also due to the 12 hooks on each super-structure side, which carried 6 pairs of track shoes. Zimmerit is also lacking on the vehicle.
From the two photographs of the vehicle shortly after its arrival at Kubinka in its original colour scheme it can be seen that the vehicle was painted in overall dunkelgelb, with shape edged dark green and dark brown camouflage. The Balkenkreuze were on each side of the super-structure on the upper edge about 4/10 from the front edge. The vehicle has lost all tools but does retain the MG42 anti-aircraft mount on the rear engine deck.

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(1a) Militärfahrzeuge Band 15, Schwere Jagdpanzer, Spielberger, Doyle, Jenz, Motorbuch Verlag, Germany, p.175,188
(1b) p. 141
(1c) p. 183
(2a) Tankette Vol. 19/2, Jagdtiger, Andrew Devey, p.5